

# AMERICAN RAILROAD JOURNAL.

## STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

### HENRY V. POOR, Editor.

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#### American Railroad Journal.

Saturday, May 28, 1853.

#### Pacific Railroad of Missouri.

The internal improvements of Missouri are assuming a high degree of interest and importance. The progress of population and commerce, and the vast system of railroads reaching into the Valley of the Mississippi from the east, rendered the projected works of Missouri a necessity. And she has gone into her system deliberately and advisedly, with the experience of other States before her, and she has planned it wisely. No other State presents a system better calculated to develop the resources of its various sections and interests, or more united and self-sustaining.

St. Louis, her commercial capital, is becoming the point of convergence for all the great railway thoroughfares between the Atlantic seaboard and the Mississippi. A glance at the railway map exhibit the striking fact, that, from Canada to the Gulf, the railway system converges toward St. Louis.

This fact must exercise a powerful influence upon St. Louis. In connection with the other fact, that she is the focus of the most extensive river navigation in the world, and is therefore, perhaps, the largest of all steamboat ports, having no less than one hundred and thirty-one steamers carrying an-

nually near four hundred thousand passengers, and being surrounded on all sides by untold territory, rich in mineral as well as agricultural resources, it seems inevitable that St. Louis is to be ultimately one of the largest interior cities of North America.

Missouri has pursued a cautious policy. She has been opposed to excessive inflations of credit, and has always maintained her own. Her bank never suspended specie payments. Her State indebtedness is chiefly for bank stock, and amounts at the present time (a portion of her bonds having been lately paid) to about \$600,000. Her population has nearly doubled every ten years, and now exceeds 750,000. Her mineral resources are varied and extensive, and her prairie and bottom lands are not surpassed in productiveness.

Though late to start, and therefore the more able and the better advised, she has projected a system of railways which radiates from her commercial metropolis on the western bank of the Mississippi, as do those which the interests of trade and capital are building on the eastern.

But her first and favorite work seems to be the PACIFIC RAILROAD. Into this work St. Louis has put her energy and capital. Its Board of Directors are among her best and wealthiest citizens, all of them deeply interested in the object. For this work the State has granted nearly every thing that has been asked for it. A favorable charter, with all necessary powers and privileges; an exemption from all taxation until the work is completed; a loan of the public credit to the extent of \$4,000,000, and an absolute transfer of the grant of lands made to the State by Congress, to aid in the construction, June 10th, 1852, amounting to about one million two hundred and fifty thousand acres. All the State asks or requires in return for these valuable grants, is the construction of the road to Jackson county, in five years from December 25, 1852, and the consolidation of the South-western Branch within ten years from the act of June 10, 1852.

The work of the company is laid out as follows: From St. Louis it passes westward into the valley of the Maramec about forty miles, where, at the border of Franklin county it forks. From thence the main line passes into the rich valley of the Missouri, and follows it about eighty miles to Jefferson city, the state capitol. From this point to

Jackson county, in the vicinity of the mouth of the Kansas river, the whole route is through a prairie country of the most fertile description, and underlaid with mines of coal, in many places known to be of the Cannel variety, and of unusual thickness. On this route, and within twenty miles of it, there are no less than two hundred and fifty thousand inhabitants, and not less than one million of acres of land improved.

We enumerate a few of the principal agricultural products of this strip of territory, according to the census of 1850 as follows:

Cattle & horses.	Sheep and swine.	Tons of Hemp.	Wheat, bushels.
272,977	587,641	7,643	789,039
Corn, bush.	Oats do	Tobacco, lbs.	Butter, lbs.
9,389,516	1,458,772	2,824,982	2,106,555

The length of this line of road will be about 280 miles from St. Louis to the western boundary of the state. Of this, forty miles it is expected, will be in operation on the 1st of July, and eighty-five miles further, reaching Jefferson city, is under construction, and it is expected, will be finished sometime next year.

The cost of this line completed, is estimated by the engineer, at present high rates at: \$7,488,000  
Engines and cars..... 875,000

Of which is already expended..... 1,600,000

Remaining cost..... \$5,888,000

The available means of the company for the construction of this line, consist at present, as follows:

Stock subscribed and proposed, equal to.....	\$2,600,000
State loan applicable.....	3,000,000
Portion of proposed loan derivable from land grant, applicable, about.....	1,375,000

Total..... \$6,975,000

This line is on the great emigrant route to the far west territories, Nebraska, New Mexico, Utah, Oregon, and the state of California, on which the travel has reached as high as 50,000 per annum. The rich valley of the Kansas, described by Bryant as the "future eden of America," lies just beyond its western terminus. The only means, at present, of transportation for this district of country, is the Missouri river. This is available but a



part of the year, and is at all times dangerous, uncertain and expensive.

Without going into all the details, we give the results of the engineer's estimates of the business upon the line, when completed, as follows:

From freight.....\$78,500  
From passengers.....279,250

Deducting forty per cent. for expenses.....\$1,957,750

\$754,650

If this be true of the present state of affairs, and we have no reason to doubt its truth, it may reasonably be expected from the experience of all our railways, that this business will be largely increased, and that the stock will pay ten per cent, and indefinitely upwards.

Diverging from the above described line 40 miles westward from St. Louis, the Pacific railroad company have laid out a branch called the *Southwestern Branch*, running up the valley of the Meramec, crossing the Gasconade river, and striking out upon the high and fertile plains of southwestern Missouri, and terminating upon the western boundary, on the Neosho river, opposite the Cherokee nation, celebrated for their high degree of civilization. This branch will be about three hundred miles long. For this line the company have opened no subscription for stock. With a munificent grant of lands, they have not thought it necessary. The capital along the line can be profitably employed in developing the immense resources of the country, thereby directly contributing to the ultimate profit of the company. The land granted is of alternate sections for six sections in width, on each side of the road, and has been officially certified by the commissioner of the general land office to amount to over 1,207,000 acres, and when finally adjusted will probably exceed that.

The plan upon which it is proposed to manage these lands is perhaps sufficiently developed in the communication of the president of the company to the board of directors which will be found in another column. The sales of the canal lands in Illinois, and of the lands along the various lines of railway in that and other states is a pretty satisfactory experimental proof that the calculations placed upon the ultimate value of these lands, after the construction of a railroad through them is well founded.

For the construction of the road, the Company propose to make a loan, which, in the end, may be less, but will not exceed ten millions. They seek now for four millions only, and that to be forthcoming at a rate not exceeding ten per cent per month, adjusting the interest on payment of the final instalment. The security they offer is not only the Southwest Branch railroad which they propose to build with the money, but they include in the mortgage ONE MILLION OF ACRES of their land on that line, and also their other main line and their capital stock, the main line subject to the lien of the State for such amount of bonds as may be loaned to the company under the laws now in force. The bonds which the company issue run 20 years, bear 7 per cent interest, payable semi-annually in New York, and are half convertible into stock of the company, and may at any time be converted into the land of the company at prices to be fixed by them. To aid the company to meet the interest they set apart their surplus lands, over the million of acres, amounting to 250,000 acres

more or less, the profits of the portion of the road in operation, which doubtless must be considerable within the next year, when 125 miles will be completed; and may also call in instalments on their stock subscription, until the stock is fully paid up. As it is the object of the company to make the lands liquidate the bonds, they will sell no lands except for that purpose. Therefore, it is of some value to the bond holder to have his bond convertible into land. But it is perhaps a still greater advantage, that one half of his bond is convertible into stock of the company at par. It is quite plain that if the main road is to be a *par stock*, or a ten per cent paying road, the Branch, built by the lands, without expense to the stockholders, being a *free gift*, must add that much to the value of the stock. There is another consideration to which we have not alluded, viz., the probability that one or the other of these lines will be the great National thoroughfare to the Pacific Ocean. Of that probability our readers must judge. The Missourians, who claim to have a more intimate knowledge of the country West of their State, by reason of their long commercial intercourse with that country than the people of other states, assert, that it is not merely probable, but it is inevitable. One thing they may claim without controversy, and that is that the lines of the Pacific Railroad Company are so situated, that they will be able to connect with a northern or a southern route, and if a Central one be adopted, they are on it, or near it.

It must therefore be admitted under all the circumstances, that no loan of greater interest or promise has been proposed than the one under consideration. The security is better than railroad securities generally, because it adds to the road a large real estate security. Railroad securities generally are based upon the roads only. The chance, offered to capitalists seeking these kind of investments, of an interest in a large land grant as well as a good stock, is a rare one, and such as, we venture to affirm, will not be offered soon again.

The lines of the Pacific Railroad Company of Missouri are but continuations of the following:

The lines projected from Toledo and Cleveland direct to Alton and St. Louis, bring the trade of St. Louis direct to the Erie Railroad, and also to the New York Central line. By the Ohio and Mississippi Railroad, the Baltimore and Ohio and the Pennsylvania Central, are brought into almost direct connection. By the Alton and Springfield and Central railroad of Illinois a connection is made at Chicago with the Michigan Central and the Michigan Southern railways. By the road to Louisville and the southern part of the Illinois Central, immediate connection is made with the roads of Kentucky, Tennessee, Alabama, Georgia, South Carolina and Virginia.

The object of the present proposed loan of the Pacific Railroad Company is principally to put under construction their Southwest Branch running through their lands. For a more full understanding of that route we annex a description of its general characteristics from the Engineer's Report.

"The South-west Branch passes inland its whole length, developing a country that, up to this time, has had no convenient access to a market.

"The first Division extends (from the main stem of the Pacific railroad about 40 miles from the St. Louis, near the west line of St. Louis County) to the Gasconade River at the mouth of Little Piney, a distance of about ninety miles. The line is most-

ly on the ridge or divide between the waters of the Merimac and those of the Bourbeuse; it descends the valley of the Beaver Creek to Little Piney, and down that stream to its mouth.

"The country traversed by and tributary to this portion of the road is rich in iron, lead and copper. The Meramec iron works are within six miles of the road, and several mines of lead and copper are now successfully worked.

"There are two iron works on the Meramec; the Moselle, at the mouth of the Bourbeuse, and the Meramec or James', at the great Spring, near the mouth of the dry fork of the Meramec.

"James' works consist of one furnace, several blast-furnaces and a rolling mill. Their ore banks are inexhaustible, and their iron of superior quality. Their water power is the best in the State. Another iron furnace has been commenced on the south side of the Meramec near the Moselle works, but operations have been suspended for the present, though not because of any deficiency of ore.

"Iron ore is in sufficient abundance on other parts of the Merimac to warrant the erection of furnaces, if proper facilities were afforded for sending the produce to market.

"The lead furnaces on the Meramec are as follows: Thews & Valles, which melts the produce of the Mount Hope and Cove leads. These leads are vertical and of good strength, and will produce a permanent yield of ore. J. N. Ingles' furnace is 'Virginia lead,' the richest and strongest vertical lead vein ever opened in the United States, but not worked very much now for want of capital and mining enterprise to work it below its present level, now about 260 feet from the surface, to which depth it has been worked by horse power. There are three other lead furnaces on the Meramec; Gallagher's, Hiblers' and Chapman's. The yield of their furnaces is not known, nor are they in blast but a part of the time, as no steady mining is carried on in their vicinity for want of the requisite capital and mining experience to penetrate below the surface of the earth, and for want of transportation.

"No vertical lead veins have been discovered above the 'Virginia lead,' but nearly every hill bordering the Meramec, from this point to the Curtois Creek, a distance of about 40 miles, will yield more or less lead, the formation being that of magnesian limestone, known as the 'lead bearing rock.' The lead ore, so far as discovered, exists in horizontal layers, beds or veins, (in this region) at different elevations, which have not been opened except in a very few instances. The mining now carried on consists in searching for the loose ore beneath the clay on the sides of the hills, where its rocky enclosure has decayed, and left the ore free and easily to be obtained by the pick and shovel of the most inexperienced miner. When capital and mining experience are enlisted in the business, it is believed the yields of lead ore on the Meramec river will be very large.

"In addition to the lead veins already referred to, there are several other mines which yield well, though not yet proved to be vertical veins. These are the Gonerelly and Bethold mine; the Thames mine; Clark and Westover mines; Green's diggings; Mineral Hill diggings; and Frank & William's mines, all of which yield well, when mined with judgment.

"There are two copper furnaces; one owned by the Stanton Copper Company of St. Louis; the other by the Meramec Copper Company. Only one, the Stanton, has been in operation the last year. Each Company own several valuable copper mines along the Meramec. Clark and Hibler also own several, which have been only far enough explored to show that they were valuable mines. Mr. A. Park is owner of several copper mines of value, and has been opening one or two the last year on the Indian Creek, a tributary of the Meramec. None of these mines except those of the Stanton Company have been opened deeper than can be done by a common hand windlass, yet the yield in some instances has been very promising. The Stanton Company have been working with horse power the last year, and the rich yield of their



mine has induced them to resort to steam power in order to descend to greater depths and richer ores. As an agricultural country it is not equal to the region further west, the ridges are rocky and not very fertile, but the valleys are very productive.

The Second Division extends from the mouth of Little Piney to Springfield, a distance of about one hundred and fifty miles. Immediately to the south, on the head waters of the Meramec, St. Francis, Big Black and Current rivers, and on the tributaries of the Gasconade are very extensive pine forests. The pine from them will find its way to market over the Southwest branch railroad, although it lies from twelve to twenty miles from the line of road. But the largest portion, for the present, will come from Piney creek and other parts of the waters of the Gasconade. It is estimated that there are from thirty to forty Pine saw-mills on these waters, the products of which, sent down the river, are from three to four million feet annually. The dangers and uncertainties of river navigation operate to the serious injury of this trade. Some of the large lumber dealers were nearly ruined last year by the loss of rafts on the Missouri. There is good reason for believing that all the lumber sent to St. Louis, will seek conveyance by the railroad, and in addition a large business be established for the broad prairie plains of the southwest.

The line after leaving the valley of the Gasconade, lies upon the ridge between the Osage and Gasconade rivers. For the first thirty miles, the ridge is narrow, crooked and undulating. From this westwardly the character of the country begins to change, the ridge becomes broader, the declivities less abrupt, the valleys wider and a larger proportion of the land seems to be fertile and productive. I am not aware of any mineral having been discovered in this division.

The Third Division extends from Springfield to the State line, about 95 miles. About thirty miles west of Springfield, the line leaves the summit between the Osage and White rivers, and passing down one branch of Spring river and up another, it crosses into the valley of Cedar creek, down that to Shoal creek, and down that to the mouth of Hickory creek, near Neosho, then up a small tributary of Hickory to the head of Lost creek, and down that stream to the State line, at a point about twenty-five miles north of the Arkansas line.

The region traversed by this division is of the richest and most fertile nature; broad prairies, slightly undulating, wide valleys, gentle declivities of varied character, but all fertile, constitute the greater portion of this part of the state. Near Neosho, the line passes through an immense deposit of lead ore, which has been found to extend over an area of more than five hundred square miles! The ore is exceedingly abundant, and easily mined. It yields over 70 per cent of lead of the best and softest quality. At present only one furnace is employed in smelting the ore, and that is only worked two or three months in the year. The pigs are hauled in wagons twenty miles to the Neosho river, sent in flat boats down to Fort Smith, and thence in steamboats down the Arkansas and Mississippi to New Orleans, and thence by sea to New York. This can only be done for a few months of the spring, and though the profits are sufficiently remunerative, the great want of capital has hitherto prevented the working of these mines to any great extent. It would be difficult to estimate correctly the amount that would be made and sent to market, were there a regular, cheap and speedy communication by railroad with St. Louis.

Coal is also found in the vicinity of the line, and Shoal, Hickory, and Spring creeks on the north, and Buffalo on the south, afford abundant supplies of power for machinery.

Beyond the terminus lies a vast and fertile territory, now inhabited by the numerous Indian tribes accumulated there by the policy of the government. Many of these tribes are partially civilized and engaged in agriculture. Immediately beyond lay fields of salt, and thousands of acres covered with gypsum.

The following is the plan proposed by the president of the company, and adopted by the directors, for the management of the finances of the company, and to provide means for the construction of the road:

#### TO THE BOARD OF DIRECTORS OF THE PACIFIC RAILROAD:

The Charter of the Pacific railroad company now contains all the powers and privileges that have been asked for. The company have a right to construct a line of railroad, called in the charter "the Pacific Railroad," from the city of St. Louis via Jefferson city, to any point in Jackson county. This line will be from 280 to 290 miles long. They have also a right to build a branch railroad, called the "Southwestern Branch," from any point on the line of the said Pacific railroad, east of the Osage river to any point on the western boundary of this state, south of the Osage river. This branch will be about three hundred miles long.

The company have also the right to extend their road to any point west of the state of Missouri. This looks ultimately to the Pacific ocean.

By the Act of the legislature approved Feb. 22, 1851, a loan of state credit was made to the company not to exceed \$2,000,000.

By the Act of December, 25, 1852, an additional loan was granted to the company of \$2,000,000, and the grant of lands made to the state, by Act of Congress of June 10th, 1852, was transferred to the company by the same act. This grant of lands was made by congress to aid in the construction of a railroad from St. Louis to the western boundary of the state of Missouri, and the act of the state legislature requires the lands to be located and applied, so that this company shall construct a railroad from St. Louis to the western boundary of the state south of the Osage river. This was to cover the construction of the southwestern branch railroad and that portion of the Pacific railroad lying between St. Louis and the point of divergence of the southwestern branch. By the same act all the capital thus subscribed, the loan first authorized, and \$1,000,000 of the new loan together with such portion of the land granted as should be due to that portion of road lying between St. Louis and the point of branching should be appropriated to the Pacific Railroad terminating in Jackson county, and the road to be finished in five years. The remainder of the lands and one million of state credit to be applied to the southwestern branch. No time is fixed for completing that branch, but the act of congress requires that the road to which the lands are applied, shall be finished in 10 years or the lands unsold on the unfinished part of the road after that time, shall revert to the United States.

The company is exempt from taxation until their road is completed, opened and in operation and pays a dividend, or until two years after its completion, if it pays no dividend. The state has asked no consideration for the grant of lands but the construction of the road.

The condition precedent she affixed to the issue of her bonds to the Pacific railroad, in the first instance, was a bona fide subscription to the capital stock of \$1,500,000. This was made, and the condition complied with. A similar condition applicable to the one million loan for the Southwestern

branch, requires an additional subscription to the capital stock of \$500,000.

This can be complied with if it should be deemed important to use that loan. The total amount of capital stock subscribed at the date of your last annual report, March 28, 1853, was \$2,800,000—partly conditional.

Of the subscribed capital, only \$1,200,000 had been subjected to assessment. On this 50 per cent had been called, and \$609,985 paid up. The amount of state bonds issued to the company as a loan, and for the payment of which, the state, by law, takes a lien on your main road, was \$650,000.

The total amount expended by the company for all purposes, to date of last annual report, is \$1,378,487 85, the particulars of which are set forth in the accompanying balance sheet of the treasurer marked A. The first division, whose length is about 40 miles, will be opened for business on the 1st of July. Contracts are awarded for about 24 miles of the second division, and the remainder of that division, extending as far as Jefferson city, 125 miles, from the point of beginning, will be under contract in May.

All the preliminary surveys are completed, and about one-half of the Pacific railroad, and the greater part of the Southwestern branch definitely located.

The grant of lands to this company, extends to the alternate sections on each side of the road for six sections in width for the entire length of the road from St. Louis via the Southwestern branch, to the western boundary of the state. This is 8,840 acres for every mile of road. The length of road to which the lands are applicable will be about 340 miles.

This gives the company 1,805,700 acres of land. Thos. S. O'Sullivan, Esq., the engineer in chief, estimates the total cost of the two roads, at present rates to be as follows:

Pacific railroad, 290 miles.....	\$7,220,000
Southwestern branch 300 do.....	7,750,000

Total.....	\$14,970,000
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This estimate is exclusive of the rolling stock.

The means of construction consist of subscribed capital of.....	\$2,000,000
Proposed additional subscription.....	1,000,000

Capital.....	\$3,000,000
Public loan.....	4,000,000
1,805,600 acres of land estimated at....	9,500,000
Total.....	\$16,500,000

In order to make the lands most available for the purposes of the grant, it is not proposed to sell them immediately as the work progresses as authorized by the act of congress, but that they should be retained in the actual possession of the company, until the construction of the railroad shall have caused such an increase of population and business as to give them a high market value. The act of the General Assembly granting the lands, expressly confers the power to mortgage them. The course successfully pursued in a similar case in another state, suggests as the most judicious plan, the issue of bonds of the company to pay the cost of constructing the road, secured in the most perfect manner in your power.

By Act of Congress, the donated lands shall be sold only as the work progresses. The work might progress simultaneously throughout its entire length. But the lands may be sold under the act



in manner following: Whenever twenty miles of the road are completed, the lands may be sold on that twenty miles, and also the next twenty miles in advance, and so on. This provision of law was doubtless intended to secure the faithful application of the lands to the construction of the road, and it is not imperative that they shall be sold absolutely as fast as each twenty miles of road are completed, but they shall only be sold as the work progresses, and not sold and the proceeds appropriated to private use, and the work left undone. And for greater security the Act of Congress prescribes that, if the road is not finished in ten years, the lands unsold lying on that part of the road unfinished at the end of that time, shall revert to the United States. The absolute fee simple title is by the Act of Congress and of the Legislature of Missouri, already vested in the Company, and no part of the lands can revert, except those lying upon that part of the line which shall be unfinished after the lapse of ten years.

We propose to raise funds sufficient to place the whole road under contract, and to mortgage the lands and the road subject to the reversionary interest of the Government in the lands only. We issue bonds, the payment of which is to be secured by the mortgage, and the proceeds of which are to be applied to the construction of the road—the bonds to bear 7 per cent interest, payable semi-annually in the city of New York, and the principal payable in twenty years after date, and a portion of them convertible into stock—but all the bonds convertible into land—such only of the lands to be taken as may be open for sale at the time, and at prices to be fixed by the Company; and the lands thus purchased must also lie upon the finished part of the road, or within twenty miles in advance of each finished part, until the whole road is completed. None of the mortgaged lands to be sold except in exchange for bonds or for cash to be applied to the payment of bonds. The bonds are supposed to furnish ample means to secure the completion of the road, and the aggregate sales of the lands to cancel all the bonds. In the purchase of land by any bond holder, the relative security of the rest is not injured, inasmuch as the proportion of land security due to each bond will remain the same until the whole are cancelled.

In furtherance of this purpose we propose to classify the lands and to fix a minimum value below which none of them can be sold as long as there is a construction bond outstanding and unpaid. Each piece or parcel of land to be appraised by our agents, and allotted to some one of the five following classes, viz:

1. First class, consisting of lands especially valuable as coal fields, quarries, minerals, water-power, or vicinity of towns, or as eligible town sites,—50,000 acres, minimum value twenty dollars per acre.....\$1,000,000
2. Second class of lands of superior agricultural advantages, 150,000 acres at minimum value \$15 per acre..... 2,250,000
3. Third class of lands of good agricultural qualities—500,000 acres, minimum value \$10 per acre..... 5,000,000
4. Fourth class of low agricultural qualities, within fifteen miles of the road, but capable of cultivation,—200,000 acres, minimum value \$5 per acre..... 1,000,000
5. Fifth class of inferior lands, 10,000 acres, minimum value \$2 50 per acre..... 250,000

Making an aggregate valuation for 1,000,000 acres at.....\$9,500,000

The accounts to which the proceeds of the construction bonds are to be applied, are the general expenses of the Company, including pay of officers and agents, graduation, masonry, superstructure, land and damages, fencing, buildings, equipment, and all the appurtenances of the road, and also part of the interest warrants up to the time of the completion of the road.

We propose also for greater security of the interest, to set apart an interest fund to which shall be appropriated the profits of the partial operation of the south-western Branch, and the remainder of the lands over 1,000,000 acres obtained under the grant, amounting to 200,000 or 250,000 acres. The receipts from transportation on the South-western Branch, would be appropriated firstly, to the payment of all current charges, such as wages, repairs, rolling stock, &c., and then the interest until the State tax becomes payable, when that should be first paid, and after the payment of interest, to the payment of such dividends as the Board of Directors may order, or to such other purposes as they may prescribe.

THOMAS ALLEN, President.

St. Louis, April 13th, 1853.

#### Cincinnati, Hamilton and Dayton Railroad. THIRD ANNUAL REPORT OF THE PRESIDENT TO THE STOCKHOLDERS.

GENTLEMEN,—Since the last annual report, the business of the road has increased beyond the expectations of the Board of Directors. Each month's earnings show a large increase over the receipts of the corresponding month of the preceding year,—amounting, on the average, to an increase of 86 per cent.

By reference to the reports of the Secretary and Superintendent, which are herewith submitted, it appears that the gross earnings of the road, for the year ending on the 1st of April, amount to \$321,793 17. The running expenses were \$120,826 91.

Two cash dividends have been made since the opening of the road on the 1st of October, 1851—one of four per cent on the 1st day of July, 1852, and one of five per cent out of the earnings to the 31st of January last, leaving a surplus, at that time, of over forty thousand dollars to the credit of Income account.

But few accidents have occurred on the road during the past year. The most serious one, in point of cost, was a collision between a gravel and passenger engine, by which they were both much damaged. This resulted from the carelessness of the engineer on the gravel engine, in leaving his locomotive too near the main track. He was promptly dismissed.

Since the opening of the road no accident has occurred to any passenger, with one or two exceptions where the injury was slight.

In the management of running the road we have been very successful; and the Board feel satisfaction in bearing testimony to the faithful manner in which the several subordinate officers and employees have performed their responsible duties.

In December last we were visited by one of the great floods which occur once in every ten or fifteen years in this section of the country, doing much damage to public works generally. Our road stood the test better than was apprehended by some; and the injury sustained interrupted the running of the train above Hamilton only a few days. In constructing the work it was found necessary to change the bed of the Great Miami river at one place, and that of Mill Creek at another; and we were not without apprehension that the road, at these points, would be difficult to maintain. The result, however, of the flood in December, demonstrates that we have a safe road, which, with a small additional expenditure, will be secure against the highest floods. It will be neces-

sary this year to extend the bridge over the Miami River at Hamilton, and the one over Twin Creek, in order to give more water way.

During the year, passenger and freight houses have been completed at Lockland, Glendale, Jones, Trenton, Middletown, Post Town, Carlisle, Miamisburg, and Carrollton. The station house at Ernst's will soon be completed. It will be necessary to erect, during the present year, substantial and somewhat costly passenger houses at Dayton and Hamilton.

The large freight house in Cincinnati, one hundred and three feet wide, by five hundred in length, extending from Fifth to Sixth street, which is now used for both passenger and freight purposes, it was believed would answer the business of the road for several years; but we have already been cramped for room, and shall soon be required to erect a separate house for passengers, if not another for outgoing freight.

The large amount of real estate, purchased in the city for depot purposes, was thought to be more than sufficient for the future business of the road; but it is now apparent that additional facilities must be had, in order to accommodate the accumulating business from connecting roads.

The amount of equipment for our road, and for running the Hamilton and Eaton, and Dayton and Michigan roads, already doubles the original estimate, and before the present year closes must necessarily be largely increased to do the business that offers. So far we have not been able to obtain freight cars and locomotives fast enough for the increasing freight, and have seen much of it seeking other channels in consequence.

The necessity of a second track between Cincinnati and Hamilton is beginning to be felt. It is the intention of the Board to proceed with the grading as fast as it can be done, and maintain upon the road the necessary trains to do the business. In the course of thirty days a portion of the grading and masonry will be ready to let to contractors.

The fencing of the road is so far under way that it may be completed in a few weeks. When the road is fully enclosed, we shall be able to run our express trains through from Cincinnati to Dayton, with entire safety, in one hour and a-half.

These various expenditures for extending bridges, strengthening embankments, erecting station houses, extending workshops, purchases of real estate, additional equipment, and grading for second track, will necessarily be large, and require our construction account to be kept open, and more means provided.

During the past year our Board has agreed to extend the line from a point two miles north of Hamilton, to intersect the Junction road at College corner, on the State line. The Junction Company have let their part of the road from College Corner to Connersville, and have consolidated with the Ohio and Indiana Co., which extends the line to Indianapolis. The building of our part of the road is estimated to cost three hundred thousand dollars; and it is believed will be profitable of itself, besides securing to us a connection with Indianapolis on a uniform gauge, and securing perpetually to our main line a large and profitable business.—It is proposed to build our extension by subscription, on a separate account, with a view to consolidating with the Junction Company, making one road, under one management, from Indianapolis to its junction with our line north of Hamilton.—The Stockholders of our Company will find it to their interest to subscribe liberally to the extension.

The prospects for the present year's business are flattering. To this time the travel upon our road has been principally local. Various roads, which have been for several years in course of construction, and with which we have formed satisfactory and permanent business arrangements, are now so far completed as to commence bringing upon our line both freight and passengers. Two hundred and thirty-six thousand eight hundred and twenty-eight passengers have been carried on the road during the past year, averaging seven hundred and fifty-nine per day.



Advantageous and permanent arrangements have been made between the several railroad companies forming the two lines between Cincinnati, Cleveland and Sandusky, by which an injurious competition will be avoided, and each line receive a fair proportion of the profits of the through business to the east. By this arrangement fair prices will be maintained, and the public will be well and safely accommodated, at reduced rates. The Companies composing the two lines (which are denominated the East and West lines) are the Little Miami, Columbus and Xenia, and Cleveland, Columbus and Cincinnati railroad companies forming one line; and the Cincinnati, Hamilton and Dayton, Mad River and Lake Erie, and the Junction railroad companies, forming the other line.

The line with which we are directly connected will be fully prepared before the commencement of the pleasure travel to the east and north, to command its share, the whole distance being now fully laid with a new rail, and two fine lake steamers (the St. Lawrence and Mississippi) provided to run in connection between Sandusky and Buffalo. Previous to navigation again closing, the Lake Shore or Junction road, from Sandusky to Cleveland, will be completed, and we shall then have all the advantages of a continuous railroad connection with the eastern cities, by way of the Lake Shore roads, both east and west of Cleveland, at the same through rates to New York, Boston, &c., and be able to convey Passengers through in the same time as by any other route to the Lake.

The business from the Mad River and Lake Erie road in through freights, during the past year, was large. With the improved condition of the road, and increase of machinery, together with the large number of propellers engaged to run between Buffalo and Sandusky, a very heavy freighting business may be expected this year.

The Cincinnati, Hamilton and Dayton railroad occupies the natural position to connect with many important lines of railway. Among the most important may be named the following:

First.—The line from Cincinnati to Indianapolis, a point where terminate some eight or ten roads. This line will be composed of two roads—the Cincinnati, Hamilton and Dayton, and the Junction, and will be of a uniform gauge. It is agreed that our road shall receive the whole business of this line perpetually.

Second.—The line from Cincinnati to Chicago, composed of the Cincinnati, Hamilton and Dayton, the Hamilton and Eaton, Richmond and Miami, Richmond and New Castle, and Logansport and Chicago roads, the whole distance being 276 miles. Three of the roads forming this line are nearly completed, and will be in operation to Richmond this week. Beyond Richmond the work is in rapid progress, under admirable management, and, we are assured, will be completed to Anderson, where it crosses the Bellefontaine road, in all this year. With this line of roads we have made satisfactory arrangements for a business connection. From the Hamilton and Eaton road we have already received a large amount of business. This road forms a link in the chain of roads extending from Cincinnati to Chicago; and the business done on only twenty-eight miles gives an earnest of what may be expected when it is completed through to Chicago. Heretofore the passenger business has not been done without change of cars at Hamilton. Through trains will be run from Cincinnati to Richmond, Indiana, the present month.

Third.—The line from Cincinnati to Ft. Wayne, composed of the Cincinnati, Hamilton and Dayton, the Dayton and Western, Greenville and Miami, and Cincinnati, Union and Fort Wayne roads. The distance from our city to Fort Wayne by this route via Dayton, is 168 miles, upwards of one hundred miles of which are now completed, and in operation to Union. The remainder, from Union to Ft. Wayne, will be let to contract this month. With this line of roads we have also mutual arrangements for permanent business. At Fort Wayne it also connects with roads leading to Chicago and the east.

Fourth.—The line from Cincinnati to Toledo,

composed of the Cincinnati, Hamilton and Dayton, and Dayton and Michigan roads. With the latter company we have a contract, by which we are guaranteed the exclusive business of their road between Toledo and Cincinnati for twenty years. By the same contract we agree to subscribe one hundred thousand dollars to the capital stock, and to furnish the rolling machinery and run the road until it is completed to Sidney. The road was opened to Troy, twenty miles north of Dayton, a few days since. The whole work has been put under contract, and when completed, must add largely to the business of our road. At present the travel from Toledo and Chicago reaches our road via the Norwalk and Toledo, connecting with the Mad River and Lake Erie road at Bellevue. This travel is increasing, and although somewhat circuitous, adds much to our business.

Fifth.—With the Mad River and Lake Erie Co. we have entered into a contract to run in connection for ten years, and thereafter, until one year's notice to be given by either party. This road with ours, forms a complete line from Cincinnati to Lake Erie, and in connection with the fine steamers on the lakes, will present to the public a route to Buffalo quite as desirable as any other line between the same points. A large and profitable business is anticipated the ensuing summer and fall over this route. The travel to Detroit, to Mackinaw, and other points on the upper lakes, via Sandusky, it is believed, will be greater this year than any previous one.

The subscriptions made by our company to the capital stock of other roads amount to less than one hundred and fifty thousand dollars, and are much less than those made by many companies to secure valuable connexions.

Cincinnati has now ample railroad facilities to the east, north, and west, which will be largely increased on the completion of the Ohio and Mississippi, Dayton and Michigan, the Cincinnati, Wilmington and Zanesville, and the Cincinnati, Hillsborough and Parkersburg roads. There remains to be completed a connection with the south, and our citizens should lose no time in aiding and pushing forward roads that will unite Cincinnati, Charleston, Mobile and N. Orleans.

By order of the Board of Directors,  
Respectfully submitted,  
S. S. L'HOMMEDIEU, Pres't.

May 28, 1853.

STATEMENT showing the receipts of money from stock and bonds, and from transportation, and the object for which the same has been expended.

Construction account.....	\$1,975,177 80
Equipment ".....	310,147 74
Real estate.....	222,686 10
800 shares Dayton and Michigan R. R. stock.....	40,080 00
600 shares Springfield and Columbus railroad stock.....	30,000 00
90 shares Richmond and Miami R. R. stock.....	4,500 00
1000 shares Eaton and Hamilton railroad stock.....	18,750 00
Paid on account of steamboats.....	32,427 06
Transportation expenses.....	120,836 91
Interest account.....	56,992 67
Taxes and insurance.....	9,234 42
Dividend No. 1, 4 per cent.....	48,380 66
" No. 2, 5 ".....	78,085 71
Reserve fund.....	41,365 99
Balance.....	1,106 78
	\$2,989,691 79

Cr.	
Capital stock.....	\$1,694,000 00
Mortgage bonds (convertible).....	406,000 00
" " second loan.....	500,000 00
Transportation receipts, balance April 1, 1852.....	67,284 21
Receipts for twelve months ending April 1, 1853.....	821,793 17
Received from rents.....	81,614 00
	\$2,989,691 79

The total receipts for passengers were \$191,700.93; freights, \$122,377 25; mails, etc., 7,714 99. The total number of passengers carried were 238,828; number of tons 61,189; number of passengers carried one mile 7,678,496; tons of freight, do. 3,667,109; miles run by passenger trains, 85,585; freight do 55,207; gravel and other trains, 86,496; total miles run by all trains, 227,350.

The road was opened for business in September 1851. The following will show the comparative receipts for the last six months of then two preceding years, viz:

	Receipts 1851.	Do. '52.
October.....	\$16,838	\$38,001 60
November.....	12,441	27,615
December.....	19,333	23,833
January.....	14,745	29,545
February.....	14,270	27,389
March.....	19,067	35,678

The increase for 1852 over the preceding year it will be seen, was very nearly 100 per cent. There is but little doubt the increase for the present year over the past will be very nearly in the same ratio. The above road forms the trunk of numerous lines radiating from it, at Hamilton and Dayton, and the business of the former must increase in proportion to the progress of the latter. The connecting lines which will be tributary to the road, are already sufficiently described in the foregoing report.

This road has been constructed in the face of numerous obstacles and discouragements, and its final cost was somewhat greater than what was contemplated, owing in part to the assistance afforded other companies and the additional outlay required for equipment, depots, etc., etc., to accommodate the business of the connecting lines. Those expenses were large, and bore heavily upon the company at the time, but were undoubtedly dictated by a wise forecast. They have secured permanent and friendly relations with the connecting lines, and are now in the receipt of an ample income, which is daily and rapidly increasing, and which promises to make the above one of the most productive of western roads.

#### Consolidation of the Central Line.

Below will be found a synopsis of the agreement entered into by the various companies that are to compose the consolidated line, viz: the Albany and Schenectady, Troy and Schenectady, Utica & Schenectady, Syracuse and Utica, Rochester and Syracuse, Buffalo and Syracuse, Rochester, Lockport and Niagara Falls, and Buffalo and Lockport companies. The agreement is now perfected, and only wants the ratification of the stockholders to become a law. The term of the new corporation is limited to 500 years.

The directors of the new company are to be 13 in number. The first election of directors is to be held in the City Hall in the city of Albany, on Wednesday the 6th day of July next.

The directors of the new corporation are to be chosen annually, on the 2nd Wednesday of December, in each year after the present year, 1853.

The capital stock of the said new corporation being limited by the act to the aggregate amount of the capitals of the several companies consolidated, the respective parties agree and declare that the capital stock of the said corporations respectively, together with the amount, if any, of outstanding bonds, legally issued by the said several corporations, with the right or privilege to the holders thereof to convert the same into the capital



tal stock of such companies respectively at par, on surrender of the said bonds and on the terms therein mentioned, are as follows:

Albany and Schenectady railroad company.....	\$1,535,860
Convertible bonds of the said company, outstanding.....	650,000
Schenectady and Troy railroad Co.....	650,000
Utica and Schenectady railroad company.....	4,500,000
Mohawk Valley railroad Co.....	1,575,000
Syracuse and Utica railroad Co.....	2,700,000
Syracuse and Utica Direct railroad company.....	600,000
Rochester and Syracuse railroad company.....	5,806,700
Convertible bonds of said company.....	2,000
Buffalo and Rochester railroad company.....	8,000,000
Rochester, Lockport and Niagara Falls railroad company.....	2,016,100
Convertible bonds of the said company.....	139,000
Buffalo and Lockport railroad Co.....	675,000

Total.....\$23,085,600

Of which \$227,000 is bonded convertible debt.

The capital stock of the said new corporation is therefore fixed, pursuant to the said Act of the legislature, at the aforesaid aggregate sum of twenty-two millions eight hundred and fifty-eight thousand six hundred dollars, being subject to be increased, by the conversion into stock of the principal of the said outstanding bonds to twenty-three millions and eighty-five thousand six hundred dollars. The said capital stock shall be distributed ratably to and among the several stockholders in the companies, parties hereto, so that every stockholder in each of the present companies shall receive in place of the stock now held by such stockholder, the like number of shares at par in the capital stock of the new corporation.

The amount of the bond or funded debts, other than the convertible bonds above mentioned due from the said companies, the new corporation is to assume and pay as follows:

Albany and Schenectady railroad company.....	\$226,823 52
Schenectady and Troy railroad company.....	100,000 00
Syracuse and Utica railroad Co.....	126,000 00
Rochester and Syracuse railroad company.....	756,000 00
Buffalo and Rochester railroad company.....	177,000 00
Rochester, Lockport and Niagara Falls railroad company.....	476,000 00

The respective companies are to pay all the interest due or which may accrue on their said indebtedness up to the first day of May, one thousand eight hundred and fifty-three.

All indebtedness existing against either of the parties hereto, at the close of business, on the 30th day of April last, other than the debt herein before referred to, are to be paid by the respective parties, out of their own assets. This shall not extend to any indebtedness for engines, cars, machinery or supplies contracted for by any of the parties previously to the said 30th day of April last, and not then delivered.

The net earnings of the various roads after the 30th April, to be paid over to the new corporation.

The Rochester and Syracuse railroad company shall also be credited with the amount which shall have been expended by them in constructing and equipping their straight line road between Syracuse and Rochester.

The parties hereto respectively, shall be authorized to retain for division and distribution all moneys which they had on hand on the 30th day of April last, all amounts and debts due to them on that day, and all stocks and securities for the payment of money which they then held.

The new corporation take the stocks of the Great Western railroad company, Canada West, and in the Buffalo and State line railroad compa-

ny, owned by the different corporations at the following prices. For the stock of the Great Western railroad, Canada West, par; for the stock of the Buffalo and State line railroad company, par and 20 per cent premium. The said stocks are to be paid for by the new corporation, in cash, or 6 per cent bonds before the first day of November next:

The Mohawk Valley railroad company shall pay over to the new Corporation without delay, the amount of the first instalment of ten per cent, received on the capital stock of the said Company.

The Syracuse and Utica Direct railroad company shall also pay over to the new Corporation the amount of the first instalment of ten per cent, received on the capital stock of the said Company.

The whole amount unpaid on the capital stock of the Buffalo and Rochester railroad company, it is agreed, shall be paid to the new Corporation.

The estate, property and franchises of the said companies, parties hereto, which in pursuance of the said acts of the Legislature, will vest in the said new Corporation, on its organization, being of unequal value, and the stocks of the said respective companies having heretofore uniformly sold in market at different prices or rates of premium, the parties hereto do hereby, with the view of making compensation for such differences to the stockholders of said companies, respectively fix upon the following amounts to be allowed therefor by the issue of certificates as hereinafter mentioned, to wit:

The agreement awards the following premiums to the stockholders in the various roads, in addition to share for share of stocks—

Albany and Schenectady railroad 17 per cent. Utica and Schenectady railroad company 55 per cent. The Mohawk Valley railroad company 55 per cent. Syracuse and Utica railroad company 50 per cent. Syracuse and Utica Direct railroad company 50 per cent. Rochester and Syracuse railroad company 30 per cent. Buffalo and Rochester railroad company 40 per cent. Rochester, Lockport and Niagara Falls railroad company, and Buffalo and Lockport railroad company 25 per cent.

The above premiums are to be paid in six per cent Bonds, with 80 years to run. No allowance is made for any such difference in value to the stockholders of the Schenectady and Troy railroad company, as the stock of that company is not considered to be worth its par or nominal value; but each share of stock in the new Corporation to be issued to the stockholders of that company in place of their present stock in said company, as herein before provided for, shall be made subject to the further payment of \$25 on each of the said shares.

A sinking fund to be provided by the new corporation, for the purpose of securing the payment of the principal of the said certificates at the maturity thereof, by setting apart annually out of its earnings, an amount equal to one and one-fourth of one per cent on the total amount of the principal of the certificates thus issued.

The agreement made between the Rochester, Lockport and Niagara Falls railroad company, and the Rochester and Lake Ontario railroad company whereby the former company have taken a lease of the road of the last named company, shall be fulfilled on the part of the new corporation; and the said new corporation shall issue to the respective stockholders of the said Rochester and Lake Ontario railroad company, certificates for 25 per cent on the amount at par of such capital stock, so that the stock of the said Rochester and Lake Ontario railroad company shall, in all respects, stand on an equality with the stock of the new corporation.

The several companies release to the new corporation all the lands of the companies parties thereto, on which the track of their respective roads is laid, and the lands and real estate occupied by them for their depots, engine houses, machine shops, and other buildings, and all lands and real estate occupied or held by them.

The road of the Buffalo and Lockport railroad

company shall be completed by that company at its own expense.

The unpaid and unclaimed dividends due by any of the companies to the respective stockholders, shall be paid over to the new corporation who shall pay such dividends to the parties entitled thereto, whenever the same shall be legally demanded.

#### Journal of Railroad Law.

##### A NEW ENGLISH DECISION IN REGARD TO THE OPERATION OF CHARTERS.

We some months since reported a decision of the Court of Queen's Bench in the case of the *York and North Midland Railroad Company*, who were by that court directed by virtue of a Mandamus to complete the purchase of certain lands between Market Weighton and Cherry Bruton. The said Company had been chartered in 1846 for the purpose of constructing their road, and before the Mandamus was granted their powers to take lands without the will of the owners thereof, had expired. In 1849 the Company obtained leave from Parliament to abandon their contemplated track. The petitioners for the Mandamus were owners of land adjoining the road and were disappointed and materially prejudiced by the change of measures upon which the Company had decided. A majority of the Queen's Bench Judges, deemed the charter to be a contract which it was the duty of the Court to duly enforce.

This decision, however, has been reversed by the Court of Exchequer to which tribunal it was carried up on appeal.

The Appellate Court examined the following questions in their determination of this case. Did the act of 1845 compel the defendants to make their road? If not, could the Court enforce this work by their mandate? Had a work which originally was only permissive become obligatory because it had been in part performed?

The Court was of opinion that the Act, if truly construed, could only be regarded as permissive. The Company's compulsory power to take lands had been confined to three years,—and that period having elapsed, they were no longer obliged to construct a road. A fair interpretation of the language of the charter, was regarded by the Court as showing clearly that the Charter in question was not to be regarded as a contract but only as a permission.

To have rendered the completion of the road compulsory, might or might not have been wise. But Courts must expound, not make, law.

Nor did the Court think that the Mandamus could be sustained upon the ground that the road had been partially constructed,—and that thus the Company had voluntarily incurred the obligation of proceeding in their undertaking. A Company might be authorized by the Legislature to build a bridge—and after finishing an arch might resolve to abandon their enterprise. Such a solitary arch would very probably be a nuisance—and they who erected it indictable. But they could not be compelled, at whatever sacrifice, to complete their bridge.

A like question concerning the great Western Road was also pending and was of course decided in like manner.

HEAVY PENALTIES FOR NEGLIGENCE.  
In the United States Circuit Court, at Boston, in the suit of *Ryder vs. the Portland, Saco and Portsmouth Railroad Company*, a verdict has been



found for the plaintiff in the sum of \$6588. And in the case of *B. F. Williams*, against the same Company, the referees have awarded \$7000 to the plaintiff. The referees were Hon. Thos. Hopkinson, Hon. Horace Mann, and Jas. Read, Esq.

The suits were brought to recover damages for the Company's negligence in respect to a bridge, which was incautiously left insecure, at a time when a train of cars was expected, and consequently the engine and some other portion of the train were precipitated into the water. The engineer and fireman were killed, and several passengers were severely injured—the injury of the plaintiff last mentioned consisted in a concussion of the brain, of which it was apprehended by physicians that the disastrous effects would be permanent.

#### THE TRANSPORTATION OF MONEY.

The U. S. Circuit Court at Chicago, held by Judge Drummond has lately tried the case of *Kuter vs. the Michigan Central Railroad Company*.

In April 1862 John Kuter removed from Pennsylvania to Illinois, and carried a large dry goods box in which among other things, were from \$1700 to \$1800 in money. The box was delivered to the agent of the Michigan Central Railroad Co., at Detroit, and has since never been heard from by the plaintiff. An action was accordingly brought for the plaintiff's indemnity.

The Judge charged in substance as follows:

1st. If the box contained the plaintiff's property and was delivered to defendants, as common carriers to be brought to Chicago, and defendants failed to bring it to that place, the jury will find a verdict for the plaintiff.

2nd. In order to render the defendants liable for the money contained in the box, they must be common carriers of money.

3rd. A special arrangement between the Railroad Company and an Express Company, would not suffice to make them common carriers of money.

4th. If the defendants are common carriers of money, and the restriction of their liability was not brought home to the plaintiff—then plaintiff was not bound to disclose the contents of the box. If defendants wished to have avoided risk they should have inquired as to the contents of the box.

As a general rule, a party is not bound to disclose the contents of his box.

A verdict was rendered for plaintiff in the sum of \$1997 61.

#### Our Immigrant Population.

That portion of the inhabitants of the United States which is composed of immigrants from foreign countries, numbered when the census of 1850 was taken 2,210,828. Of these there were 1,518,512 from British Isles and British America, the entire number from other countries being but 692,312, of whom 573,225 were Germans. Of this strong British infusion, however, the Irish element constitutes 961,719, or more than three-fifths, leaving but 526,793 from all the other British civilized possessions, somewhat less than the aggregate of Germans. This total is made up of 278,676 English, 147,700 British Americans, 70,550 Scotch, and 29,868 Welsh. By the abstract of the census returns, we find that of the aggregate immigrant population the Irish constitute 48.04 per cent., Germans 25.09 per cent., English 12.06 per cent., British Americans 6.68 per cent., Scotch 3.17 per cent., French 2.44 per cent., Welsh 1.34 per cent., and miscellaneous 4.47 per cent.

Pennsylvania had a total foreign population amounting to 294,371, while New York had 651,801, Ohio 218,512, Massachusetts 160,909, Illinois

110,593, Wisconsin 106,565. Thus the foreign element is 3-14ths of the population of New York, 1-4th of Pennsylvania, and 1-9th of Ohio; showing that it enters less into the composition of our State population than either in Ohio or New York. The largest number of nearly every class of foreigners is to be found in New York. That State contains 84,820 English, 343,111 Irish, 23,418 Scotch, 118,398 Germans, 12,515 French, and so on. There appears to be one exception—the Welsh,—of whom the largest number, 8,820, are to be found in Pennsylvania among the mines. Our foreign population in Pennsylvania is composed of 38,048 English, 151,723 Irish, 7,292 Scotch, 8,290 Welsh, 78,592 Germans, 4,083 French, 101 Spaniards, 84 Portuguese, 126 Belgians, 257 Hollanders, 2 Turks, 172 Italians, 49 Austrians, 914 Swiss, 189 Russians, 27 Norwegians, 97 Danes, 138 Swedes, 413 Prussians, 7 Greeks, 1 Chinese, 42 other Asiatics, 40 Africans, 2,500 British Americans, 42 Mexicans, 4 Central Americans, 83 South Americans, 656 West Indians, 3 Sandwich Islanders, and 361 natives of other countries, besides 2,296 of unknown nativity. New Jersey contains 58,384 foreigners, and Delaware 5,211.—*North American and U. S. Gazette*.

#### Indianapolis and Springfield Railroad.

The directors of the Indiana and Illinois companies representing the projected line of railroad from this city to Decatur, Illinois, met at Montezuma on Wednesday of last week, and effected a consolidation of the capital stock and interests of the two companies, and will hereafter be known as the *Indiana and Illinois Central Railway Company*. The route, as will readily be seen by glancing at the map, is through a country as richly favored in soil and other advantages, as any in the west. The engineers are now on the line, and will soon report the result of their surveys to the Board. It is designed to make as near an air line road as the face of the country will allow, connecting the two capitals, and passing through or near the towns of Danville, Bainbridge, Rockville, and Montezuma, in Indiana; thence through the rich and level prairies of Illinois to Decatur; from which point to Springfield a railroad is nearly completed, and will be running by January. At the time of the meeting of the Board the stock taken amounted to about \$170,000, by persons residing along the line. Arrangements were made to canvass the field for the balance of the stock necessary to grade the entire line, which is to be let and completed simultaneously in both states.—*Indiana State Sentinel*.

#### Kentucky.

##### MAYSVILLE AND BIG SANDY R. R.

The Philadelphia American, in advocating a subscription to the stock of the Maysville and Big Sandy Railroad, says—

This road, as projected and now in course of construction, extends from Maysville, Kentucky, to Springfield, opposite Portsmouth, on the Ohio river, a distance of fifty-one miles. It will unite the Lexington and Maysville to the Sciota and Hocking Valley road, and thus supply the only link needed to complete a continuous line of railway, of uniform gauge, from Philadelphia, by way of the Pennsylvania, the Hempfield, and the Marietta and Cincinnati roads, to Lexington and Danville, Kentucky.

One fact in connection with the completion of the series of roads leading hence to Lexington and Danville, Kentucky, has just come to our knowledge, and for the reason that it shows how entirely the whole line, under its several managements, will be in the interest of this city, it ought to induce our citizens to make up the desired subscription to the stock of the Maysville and Big Sandy Railroad Company at once. We have learned, from an official source, that on the 7th instant, an arrangement was concluded between the Marietta and Cincinnati and Maysville and Big Sandy Railroad Companies, which secures the running of the trains on both roads in conformity with the time-tables of the Pennsylvania Railroad, besides providing that the rates per mile for freight and passengers to be charged by the said companies

shall not exceed those adopted by the directors of our Central road.

We learn further, that a similar agreement has been entered into between the officers of the Maysville and Big Sandy and the Maysville and Lexington railroads. The practical operations of these engagements to our business interests cannot be overvalued. They will add to the great advantage of a uniform gauge on a continuous iron highway into the heart of Kentucky, the even more important facility of one common schedule as to running time and rates of transportation on the whole route from Philadelphia to Lexington. The Hempfield road, we should add here, is not yet a party to this union of roads and interests, but its concurrence may certainly be relied upon in due season.

#### Auburn and Eel River Valley Railroad.

A railroad, under the above title, has recently been organized in Northern Indiana, for the purpose of constructing a road from Auburn, in DeKalb county, where it will connect with a Branch of the Northern Indiana road, to Logansport, in Cass county, where it will connect with the extension of the Evansville and Terre Haute railroad.—It will also connect, at Logansport, with the Chicago and Logansport road, and with the Logansport, Peoria and Burlington road. This road will form a very important link in the connection of the Northern Indiana and the Terre Haute and Evansville roads. It also forms the connecting link between the Eastern and Lake Shore roads, with the lines from Terre Haute to St. Louis. Its length will be about ninety miles, running through one of the most fertile sections of the State. The whole line has recently been put under contract. The Directors are Cyrus Taber, Stewart B. Kendrick, of Cass County, Ind.; Hon. Wm. Beach, Cayuga County, N. Y.; John H. Constant, Miami County; John Comstock, Wm. Thorne, Wabash County; and Wm. Swazey, of Whitley County, Ind. Hon. Wm. Beach, of Auburn, N. Y., is President, and S. B. Kendrick, Esq., of Logansport, Ind., Vice President.

#### Evansville, Indianapolis and Cleveland Straight Line Railroad.

This company having filed their articles of association last month, and given notice of their election, were permanently organized on Thursday, by the election of the following directors for the ensuing year: Oliver H. Smith of Indianapolis, W. Carpenter, of Evansville, Jeremiah Smith, of Randolph county, John Love, of Delaware county, Gideon Johnson of Morgan county, John H. Johnson, of Owen county, Wm. Mason of Greene county, Jonathan Wilson, of Pike county, Elisha Hyatt, of Davies county, Henry D. Allis, of Vanderburg county, James W. Colburn of Gibson county. The new board met and unanimously elected Oliver H. Smith, president, and Wm. J. Ball, chief engineer. The board ordered books to be opened, and to remain open ninety days, for subscriptions at Evansville, Petersburg, Washington, Bloomfield, Spencer, Monrovia, Mooresville, Indianapolis, Greenfield, Newcastle, Winchester and Union.

The by-laws of the Company were passed, authorizing, among other things, stock to be taken in cash, stock and bonds in other dividend paying railroads, at cash value, and real estate lying within six miles of the line, at cash value, exclusive of perishable improvements, payments in cash, and railroad stocks and bonds to be on seven per cent interest, and real estate subscriptions six per cent interest, until the road shall be completed, payable in stock. The whole line from Evansville to Union is to be immediately run and located. The construction to commence (as soon as the Engineers can prepare it for letting) at Evansville and Indianapolis, and the 180 miles between those cities to be made ready for the iron, before the con-



struction of the section of 75 miles, from Indianapolis to Union be commenced. The track is to be the Ohio gauge, so as to make a through line without transshipment from Evansville to Cleveland. The address of the President will appear hereafter. —*Indianapolis Sentinel.*

## American Railroad Journal.

Saturday, May 28, 1853.

### Bangor, Oldtown & Milford Railroad.

The line of this road extends from Bangor to Milford, at the head of the Falls on Penobscot river, a distance of 18 miles. It follows immediately upon the river, and passes through all the important villages upon its bank. Between its terminus the river, which is the largest in Maine, falls nearly one hundred feet, and is extensively used for hydraulic purposes at different points. At these places 200,000,000 feet of long lumber are manufactured yearly besides an immense quantity of other kinds. This lumber after it is manufactured, for the want of suitable means of conveyance, is again put into the river and floated down to the tide water at Bangor, which can be reached by navigation. The latter process seriously impairs its value, to avoid which is one of the objects of the above road.

It will be readily seen that it would require the conveyance of only a small portion of the lumber manufactured on the route of this road to give a lucrative business to it. In addition to the constant supply of a large local freight business, the travel upon the line occupied by this road is immense. The river bank is lined with a succession of villages having intimate business relations with each other and with Bangor. At Milford the river becomes navigable for some 60 miles for light draught steamboats, of which there are a number now running. There is not only a large amount of travel up and down the river, occasioned by the movement of the local population, but the great mass of travel between the lower Provinces and the eastern States take this direction. Nearly the whole travel and business connected with the lumber operations on the head waters of the river, pass over the same route; all of which, taken together, will supply an ample traffic for a railroad. In fact we do not know of a better unoccupied route for a railroad in New England than the one upon which the above Company are engaged.

From some acquaintance with the route and its resources, we are satisfied that the proposed road must prove a profitable investment. We learn that the grading of the road is making satisfactory progress, work to the amount of \$75,000 having been already done. It is the intention of the company to push the work forward, so as to have the road opened for business in the Spring of the year 1854.

The road is to have the gauge adopted in Maine and the Provinces, of 5½ feet. As the route occupied by it coincides with the proposed route for the European and N. American railroad, it must eventually form a part of that great work, the early construction of which is now rendered certain by the events which have recently transpired in the upper and lower British provinces. The European and North American railroad will be necessary as a connecting link between the elaborate systems proposed for the widely separated Provinces of Canada, New Brunswick and Nova Scotia, and

we presume that immediate steps will be taken to secure its early construction.

### Bellefontaine & Indiana Railroad.

We understand that this road will be completed and in active operation by the 1st day of July next.

The completion of this road will be an event of no inconsiderable importance in the railroad movement in the West. It will be the first to open a direct outlet from the central portions of Indiana toward the Lakes and Eastern cities. Connecting with the Cleveland and Columbus, the Indianapolis and Bellefontaine, and the Indianapolis and Terre Haute roads, it will open a continuous line of railroad from Cleveland in direction of St. Louis, more than three hundred and fifty miles in extent. As far as the Lake trade and travel is concerned, this line cannot probably be even superceded by any bearing a Southern direction. This great line will not only command the trade of central Indiana, but will be fed throughout its entire length by numerous important tributaries. A number of these are already in operation, so that an immense business is already developed, and awaiting the opening of the grand trunk.

The two extremes of this great line, the Cleveland and Columbus and the Terre Haute and Indianapolis roads, the only portions of which have been opened for any considerable length of time, are both earning a very large income upon the cost. The stocks of the former are selling at 130, and the latter at 110. The former is earning at least 15, and the latter 12 per cent upon the cost. If the extreme links in this great line can make so flattering an exhibit, the intermediate one will certainly be able to make as favorable a one, while the completion of all must largely increase the business of each. There can be no doubt that the entire line will prove one of the most productive in the West.

### Mississippi Valley Railroad.

We learn from the Little Rock Democrat, that Arkansas has granted a charter to a railroad Co. to construct that portion of the Cairo and Fulton road, which lies within the limits of the state and for this purpose, has given to it the lands donated by Congress. Louisiana is also moving in this matter, and is rapidly pushing northward her part of the great trunk of the Mississippi Valley road. The opinion is expressed, that in less than six months this road will be in progress of construction from N. Orleans, through Little Rock, to connect with the Illinois Central at Cairo.

The organization of the "Cairo and Fulton railroad company," took place at Little Rock on the thirteenth ult. Roswell Bebee, was elected president; W. B. Wait, treasurer, and John M. Ross, secretary. These officers and the board of directors, are represented to be able, industrious, and efficient men, and will take immediate steps for making the surveys.

The Act of Congress granting the lands, provides that the surveys shall be made by the authority of the legislature of Arkansas, and that copies of these surveys shall be forwarded to the proper land offices both in Arkansas and at Washington, where the lands will be selected and reserved from sale. The charter of the "Cairo and Fulton railroad company," designates that the road shall be surveyed and located "from Cairo to a point at or

near Fulton." This provision without any doubt will control the location of the road, in spite of the efforts of Missouri, to have it leave Cairo and run directly to St. Louis. The legislature of Arkansas seems to be altogether in favor of the road to Cairo, and the press of that state is giving it every encouragement.

### Toledo, Norwalk and Cleveland Railroad.

MR. EDITOR,

Sir: It appears from a brief statement in a late number of the Railroad Journal, that the cost of the Toledo, Norwalk and Cleveland railroad—87 miles in length,—when fully completed and equipped, will be only about \$1,600,000, being a little less than \$18,400 per mile; and that its earnings for the first seventy-one working days after its opening for business, were at the rate of \$432,000 for the year. From these data you estimate the gross earnings for the first year at \$450,000, and the running expenses at \$150,000, or 33½ per cent. of the earnings. Your estimate for the earnings appears to be a very moderate one, but that for the expenses of working the road is materially less, I think, than most other railroads are worked for.

Do the actual expenses for the above named period justify so low an estimate? Will you also advise your readers what portion of the cost of the road is represented by bonds? And what amount of those bonds, if any, is convertible into stock, also the amount of stock issued?

On account of the cheapness of its construction, and its large earnings thus far, this road is beginning to attract much attention.

Full and reliable information upon all material points, and especially upon those above indicated, is therefore very desirable. When your readers are fully posted up in regard to the matter, they will be much better qualified to judge as to the dividends the road is likely to earn, and the consequent value of its stock and bonds.

May 24, 1853.

The stock in the above road is about \$600,000. The bonded and floating debt, when the road shall be completed, will be about \$1,000,000. No part of the indebtedness of the company, is convertible into stock. Assuming the interest on the debt to be \$70,000, expenses, \$180,000, which, we believe, will exceed the fact, and putting the earnings at only \$400,000 per annum, there would be left \$200,000 for dividends, equal to 33 per cent., enough, certainly, to gratify the ambition of any reasonable person.—*Ed. R. R. Journal.*

### Knoxville and Danville Railroad.

"We are gratified to learn," (says the Knoxville Register) "from Mr. Prichard, who was in town the other day, that he is progressing finely with the survey of the route for the Knoxville and Danville railroad. He informs us that the road can be built with an ascending grade of forty-seven feet to the mile, and sixty feet descending towards Kentucky. This shows a much more favorable route than it was supposed could be found. This survey demonstrates the fact that the road can be built at the average cost of railroads."

We are also gratified to learn from Mr. Prichard that the best feeling exists in Anderson and Campbell counties in regard to the subscriptions proposed to be made to this road by their respective County Courts. He thinks the proposition will be



carried by a very handsome majority in each county."

#### Sinking Piers for Bridges by Pneumatic Process.

The first trial of the kind ever attempted in this country, has just been made by the Wilmington and Manchester railroad company, in the construction of a bridge for their road over the great Pee-dee river. This river runs over a bed of loose, shifting sand, which renders it very difficult to obtain the ordinary foundation for a bridge. The Company therefore concluded to attempt the construction of piers by sinking iron tubes by atmospheric pressure, by a process which has previously been sufficiently described in the *Journal*. We learn that the first experiment has proved entirely successful. The time occupied in driving the first cylinder to the depth of eight feet was less than two hours, including 23 minutes in creating a vacuum in the chamber.

The vacuum chamber is made of two sections of cylinders, and is 18 feet in length and 6 feet in diameter. The air pumps were worked at forty strokes per minute.

After the vacuum was created in the chamber, the valve, which forms the communication with the cylinders, was opened, and the cylinder went down so rapidly that it was closed. The air let in by this operation was pumped out, and by opening and shutting the valve it was ascertained that the descent of the cylinder could be regulated with as much ease and certainty as the movement of a piston rod under the action of steam. With a perfect vacuum and the valve fully open, it would sink as rapidly as the ordinary wooden pile under the action of the hammer.

The intelligent Engineer of the Company writes us, that the whole is a simple and beautiful process, and that he is more firmly convinced than ever of its adaptedness to places where suitable foundations are difficult to be obtained in the ordinary manner.

#### Georgia.

**Waynesboro' Railroad.**—This road is now opened to a point six miles north of Waynesboro'. The Savannah News says: "The road is one of the finest in the country, well graded and substantially built, the cars running with an evenness and smoothness delightful to the traveller. The only fault that we heard alleged against the road was, that it was unfinished."

#### New York Central Line.

The several Boards of the Directors of the roads that are to compose the consolidated line, met on the 17th instant in accordance with the provisions of the act, to confirm and execute the contract which forms the basis or charter of the new company.

The Directors of the Albany and Schenectady, Utica and Schenectady, and the Troy and Schenectady Companies met at Albany. The Directors of the other companies at Syracuse. The contract, which is clear, minute, and well guarded in all its particulars, was unanimously adopted and placed upon the minutes, and duplicate copies executed by the President and all the Directors present of each Co.

By the Act, one copy of the contract is to be filed with the Secretary of the State, the other with the new Company.

#### Covington and Lexington Railroad.—Correction.

In an article upon this road, in our last paper, the word *grade* is used incorrectly for *gauge*. Our readers will please make the proper correction.

We learn that the work upon this road is making very rapid progress, and also that the recent loan brought out by the company has been very favorably received in this market.

#### New Hampshire.

**Northern Railroad.**—The annual report of this Corporation is just published.

Earnings for 11 months to 1st of April. \$328,782 84  
Expenses, repairs, &c. .... 165,706 92

Net earnings in 11 months ..... \$162,975 92

After paying two dividends, amounting to five dollars per share, there remains in the treasury \$28,850 to be added to the former contingent fund of \$31,277 51.

**Rutland Railroad Receipts.**—Earnings in the month of April, 1853. .... \$40,367 08  
Corresponding month last year ..... 20,385 46

Gain this year (near 100 per cent) .. \$19,981 65

#### Notice to Contractors.

SEALED PROPOSALS will be received at the Engineer's Office of the Cincinnati, Hamilton and Dayton Railroad Company, until noon the 10th of June, for the Graduation, Masonry, Bridging Track-laying and Ballasting of the Second Track of the Cincinnati, Hamilton and Dayton Railroad, between Cincinnati and Hamilton. Proposals to state at what time the work will be completed.

Profiles and Specifications can be seen, and other information obtained at the Engineer's Office in Depot Building, Cincinnati, Ohio.

Per order of the Board of Directors.

S. L. SPAFFORD,  
Chief Engineer.

May 14, 1853.

#### Cleveland and Wheeling Railroad.

The Wheeling extension of the Cleveland and Pittsburg railroad was let to contractors at rates considered very favorable for the company. Each contractor takes 25 per cent in stock.

#### Stock and Money Market.

Money continues reasonably abundant, with a good demand for first-class securities of all kinds. Fancy Stocks, however, are very dull, and prices for these are slowly but steadily declining, with no very good look for the future.

This fact is by no means to be regretted. The abundance of money for two or three years past, and the gradually increasing favor with which railroad securities have been regarded, have encouraged the bringing before the market every kind of scheme that promised to impose upon popular credulity; coal stocks, lead stocks, copper stocks, gold stocks, stocks in marble and granite quarries, stocks in railroads and canals; schemes entirely worthless, as far as any useful end was concerned; land stocks, wharf stocks, or in anything to which a sounding name could be given, or about which a plausible story could be invented. The manner of bringing these stocks before the market is the following: A. and B. buy a piece of land assumed to have within its bowels a deposit of coal or copper. They organize themselves into a joint stock association, and put the aforesaid piece or parcel of land into the concern as the capital, the value of which is represented by an issue of 100,000 shares of stock, which are divided among the respective parties.

To give gravity and weight to the affair, some high-

ly respectable capitalist allows his name to be used as *Trustee*, or in some other capacity, (for compensation, of course.) The money articles in the daily papers are at once put in action by a *document* in stock, or something more substantial. The object to be accomplished is to put this stock upon the *outsiders* at the highest possible price, and the gains of those interested being measured by the price obtained, all pull in harmony, and by dexterous management and bold assumption, often contrive to work off considerable quantities of their bogus stuff. The general abundance of money which has prevailed for some time past has not only given the means, but has begotten a strong disposition to run into hazardous contracts, where the profits promised to be large, and the danger of any considerable loss, small. Great numbers are tempted to dip, to a greater or lesser extent, into such speculations, flattering themselves that they can always anticipate the time to sell, and rid themselves of the stock in case every thing does not look right; or hold on to realize, should the speculation turn out well. But as usual in such cases, those who dabble in such trash have overreached themselves. They have bought, and bought, and bought, till they are perfectly overloaded. There are in Wall street millions upon millions of worthless stocks, which have cost the holders the hard dollars, but which are not worth a penny. The public are getting tired of such securities. Money lenders are beginning to refuse to loan upon them. It cost a great deal to carry them, while they produce nothing; in the mean time the interest is eating up the capital. The fancy market consequently is gradually setting down. Operators have no heart to touch any thing. The market has no vitality nor elasticity. Outsiders can no longer be brought in to carry the load. The result will be that the greater number of the schemes which have been among the most prominent, will utterly break down, and be taken out of the way as so much useless rubbish.

The earnings of the Rutland and Burlington railroad company for the month of April were. .... \$40,367 08  
In same month last year ..... 20,385 46

Gain this year (nearly 100 per cent) .. \$19,981 65

The earnings of the Mad River railroad for March, 1852 and 1853 have been as follows:

#### RECEIPTS FOR APRIL, 1852.

Passengers. .... \$11,739 45  
Freight. .... 17,544 28  
Mail, etc. .... 1,107 90—\$30,392 66

#### RECEIPTS FOR APRIL, 1853.

Passengers. .... 17,306 66  
Freight. .... 22,228 60  
Mail and incidental. .... 1,890 00—40,925 29

Increase. .... \$10,532 68

The following statement will show the receipts of the Pennsylvania railroad for the month of April and the total receipts since the first of January, compared with the same periods last year:

Receipts for the month ending April 30, 1853. .... \$270,126 62  
Same month last year ..... 204,808 97

Increase. .... \$65,317 65

Receipts from January 1, 1853, to April 30, 1853. .... 1,099,080 19  
Same period last year ..... 686,406 28

Increase. .... \$412,673 91



**Municipal Subscriptions to Railroads.**

There are certain diseases which every individual must pass through; which demand a personal expense, and which can be avoided by no vicarious suffering. So there seem to be certain questions of legal construction which no precedent can settle, but which must be agitated in each state, before the body politic can be quieted and put to rest. Our neighbors in Pennsylvania are now passing one of these phases or crises, which is no less than the competency of municipal bodies to be judges of the propriety of their own actions; or in other words to aid in their collective capacity, the construction of railroads.

It would seem to be a late day to raise this question in any state, more particularly in Pennsylvania, where this mode of raising money for railroads has been resorted to on an extensive scale. Corporate subscriptions have built the great work of the state, the *Central Railroad*, and to decide such aid to have been unconstitutionally given, is to knock out the basis upon which that magnificent work rests. Of the entire stock of the road, six of the ten million of dollars, were corporate subscriptions. This stock has been made the basis of a loan of five or six million dollars more, so that the question really before the courts of that state is not so much the competency to do a proposed act, as the effect of such a decision upon acts already done. Independent of what seems to be well settled law in other states, we do not think that Pennsylvania will be disposed to set up the doctrine of repudiation, especially after the lessons that a failure to pay for a few years taught her.

The question of the ability of corporate bodies, such as cities and counties, to subscribe to railroads or to lend their credits to these works, is an old one elsewhere, though it may be a legally new one in Pennsylvania. These subscriptions may now be said to be universally used. We do not know of but two or three states in which they are not commonly resorted to; so much so, as far as our more important cities are concerned, that it would be much easier to name such as have not, than such as have lent their aid to railroads. In the New England states, we may name Portland, Hartford, Providence, Bridgeport, Middleton, Augusta, Bath, and numerous other towns. In New York, Troy, Albany, Rochester, Buffalo, Auburn, Binghamton, and others. Pennsylvania presents numerous instances of the kind, in addition to the one already referred to. The credit of the city of Baltimore has built the Baltimore and Ohio railroad, and is largely loaned to other projects. In Virginia, not only have all the large towns, such as Alexandria, Wheeling, Richmond, Petersburg, and Lynchburg, but numerous smaller ones and a great number of counties become parties of railroad projects. In North Carolina this has been done to a less extent only because there have been but fewer roads constructed within the state. The city of Wilmington has, however, voted her credit to two roads, we believe. In South Carolina the city of Charleston has connected herself with a number of roads. So have Savannah, and a number of other cities and counties in Georgia. The same may be said of Mobile, Ala., New Orleans, Louisiana, Vicksburg, Miss., Nashville and Memphis, Tennessee, Louisville, Kentucky, and a great number of cities and counties in these states. In Kentucky nearly every city and county in the state

has either voted or is preparing to vote upon the question of aiding railroads, and very seldom is a negative given.

Nearly every city and county in Ohio have loaned their credits to railroads. The same may be said of all the western states. In the newly settled, or in agricultural communities, it is difficult, if not impossible to raise the means for these works in any other manner, and they will continue to be resorted to so long as we are obliged to use credits in the construction of these works.

But it may be readily supposed that there have not been wanting in each state parties who did not like this manner of building roads, and who raised questions of the constitutionality of such measures. One of the earliest, if not first cases which tested this question, was the refusal of the city of Bridgeport to pay the interest on bonds issued by that city to aid the construction of the *Housatonic* railroad. The supreme court of that state, after a long litigation decided that the city in its corporate capacity was not only competent to make such subscription, but that the private property of each inhabitant was liable to be seized and sold to pay the debt so incurred.

In this case the creditors obtained judgment, and execution, and levied the same upon the property of certain merchants within the town, by seizing the goods in their stores which were forcibly entered by the officer for this purpose. It was in testing the validity of this seizure that the question was finally settled. This is now regarded as a leading case in all similar questions, and is undoubtedly law in every state in the Union. The principles of this case have been recently affirmed in the states of Missouri, Ohio, Kentucky, and Mississippi, and the law is now considered as so well settled both by the common practice, as well as by numerous precedents applicable to every variety of circumstance that we learned with surprise the question was again raised in Pennsylvania in the case of the proposed subscription of the city of Philadelphia to the Sunbury and Erie, and other projects. Of course we can anticipate in this no different result than the one universally obtained, wherever these questions have been raised.

We have thus not only the legislative and judicial sanctions of nearly every State in the Union, but the highest possible one, in the authority granted by Congress to the cities of Washington, Alexandria and Georgetown, to take stock in the Chesapeake and Ohio canal.

The expediency of these subscriptions is quite another affair. That they have thus far secured the most beneficent results, cannot be questioned. Without them, a great number of our best roads could not have been built. It is difficult to see how the roads of Ohio, for instance, could have been started, but for the aid obtained from towns and cities. The great object of these subscriptions having been gained, and the road secured thereby having created the means by which others could be constructed without resorting to such credits, the people, and we think very properly, inserted an article in their Constitution forbidding the use of these credits after a certain date. The State of Indiana has done the same, and other Western States will undoubtedly follow these examples of Ohio and Indiana, when they shall have secured the result, which the credits of corporate

bodies enabled the States named to realize. There is a general disinclination on the part of our people to use these credits, when their use is not absolutely necessary to accomplish a highly desirable object, so soon as private capital shall be equal with the task of building our roads.

We are aware that the correctness of this last remark is contradicted by the proposed subscriptions by the city of Philadelphia. There is abundant capital in that city for the construction of all the works in which she has an immediate interest. But the people of this State have, unluckily, never been taught to exercise their own strength, and rely upon themselves in the construction of works of internal improvement. What they have were contracted chiefly on the State account.—When the central road was proposed, the mischievous precedent, of connecting the city to the work, instead of leaving it entirely to private enterprise, was adopted. This precedent is now being followed in case of other works, which would have been more speedily and economically built and prudently managed, had it been known in the outset, that nothing was to be expected from the city in its corporate capacity. But it is too late in the day to deny the the competency of the city to aid in the construction of railroads if she desires. The Courts are not to determine questions of propriety or expediency, but the Law, and this, we apprehend, is too well settled to admit of a doubt as to the result in the case before us.

**Railroads.****THEIR IMPROVEMENT FOR SAFE TRAVEL.**

The many sad accidents which are occurring, almost daily, in our country on railways, demand that some efficient means may be put in operation to check the great sacrifice of human life on these roads, and the ruin of so much property. The railroad system is widely extending throughout our country, and except in their planned construction we can insure safety to passengers, we shall be only increasing the evil, and trifling with human life. The fearful speed attained on railroads adds to the risks now run by the passenger, in case of meeting any obstruction, however slight, which would cause the wheel to fly the track.

The exposed state of these roads makes them liable to injury, and the facility of producing a ruin is a strong temptation to the unprincipled high-wayman.

Before our railroad Companies enter upon any new work of the kind, they should institute an inquiry, whether there is any improved plan of railroad which combines safety of travel with economy of construction. Any plan which would secure and insure the wheels from running off the rail, under any degree of velocity given the train.—Any plan which would be free from the common accidents including collisions, which now occur on railroads; that will do away with the necessity of railroad guards, signals, switches, and such like attendance, and last, but not least, a plan which will not cost even a moiety of the sum now paid per mile on the present plan of railroads.

In the name of a suffering community we would urge that these inquiries should be made, and if there is any practicable plan of railroad which promises this immunity from such evils, these companies are bound to avail themselves of it, and put an end to the sad record which now, almost daily, blots the pages of our history.



The undersigned can, with confidence, say that there is hope of such an exemption from these evils, by the consummation and perfection of a plan of railroad, embracing all the requisites of safety to the traveller.

The Pacific railroad will be soon stretching its lengthened line across our country, and such security should be given its travel that our people may reach its distant terminus in as many minutes as there are miles of distance. The locomotive engine, which is to accomplish this desirable speed, is already perfected, and needs only the perfecting of the rail upon which it is to travel,—this, as has been said before, is near its accomplishment.

ROBERT MILLS, Engineer and Architect.  
City of Washington, May, 1853.

#### Finances of New Orleans.

The Commissioners of the consolidated debt of New Orleans have made their annual report to the Common Council of that city. It is dated the 1st of April. The entire debt of the city on the 12th of April, 1852, the date the act of consolidation took effect, amounted to \$7,702,329.98, as ascertained and fixed by the Commissioners from the evidence filed according to law. Of this amount about \$2,000,000 was past due. On the 19th of July last 2,000 bonds of the consolidated city, of \$1,000,000 each, (\$2,000,000) bearing 6 percent interest, and having forty years to run, were sold in New York city for more than their par value.—With the sum thus realized all the natural obligations of the city were paid. On the 21st of October last the Commissioners advertised to exchange the bonds of the consolidated city of the same series as previously issued for the unmatured bonds and obligations of the old corporations. Up to the date of the report two thousand two hundred and thirty-four bonds (\$2,334,000) had been thus exchanged. Thus the total amount of the bonds of the new city, issued by the Commissioners at the date of their report, was \$5,584,000. The amount of debts of the old corporations extinguished, is \$5,000,191.99. The cash in the hands of the Commissioners at the date of report was \$437,320.22.

The total debt of the old corporations still outstanding on the 1st of April, 1853, matured and payable variously from 1853 to 1877, inclusive, was \$3,182,516.54.

Assuming that no more bonds will be issued in exchange for any portion of the obligations of the old corporations maturing in 1853 and 1854, the Commissioners make the following exhibit of the means in their hands, and the liabilities for these two years:

Total liabilities up to Jan 1, 1854, for obligations and interest maturing	\$609,099 56
Cash on hand	\$437,320 22
Tax of 1853	650,000 00
Total means for 1853	\$1,087,320 22
Balance in hand of Commissioners	
Jan. 1854	\$478,220 65
Tax of 1854	650,000 00
Total means for 1854	\$1,128,220 65
Liabilities for 1854	655,461 13

Balance in hands of Commissioners	
Jan. 1, 1855	1,472,756 53

It thus appears that ample provision has been made to meet the obligations of the city maturing for the next two years.

In conclusion, the Commissioners make the following just reflections: Twelve months ago the act of consolidation went into operation, and Commissioners entered upon their duties. It found the city without credit, confusion in most of its branches of government, and the people disheartened. To-day its credit is above par, no just demand can be made

upon its treasury that is not promptly liquidated, and its fair name is without a blot."

#### The Report of the President and Directors of the Shelby Railroad Company.

The late annual report of the Company states that the entire line of the road from the junction with the Louisville and Frankfort Railroad at Hobb's Depot to the Shelbyville Depot has been placed under contract, and is fast progressing to completion.

The number of shares subscribed in that part of the road between Shelbyville and Louisville is 5574. The number taken by contractors is 1,717—total number of shares, upon the graduation of the road, will be 4,291, equal to \$214,550; whilst the estimated cost of grading that part of the line is \$182,581.30. Of the sum subscribed there has been collected only \$39,940.24; and there has been expended in surveys, construction, &c., the sum of \$22,167.39; whilst the Board have made such advances to the various contractors in the progress of the work as, in the opinion of the Board, the interest of the Company required.

The location of the line through the Southern portion of Shelby County is abandoned. It has been found that the best route for constructing a line to Frankfort unites with the Louisville and Frankfort road at a point about 10 miles on this side (west of the Frankfort Depot, and 10½ miles east of the Depot in Shelbyville. The estimated cost of this extension is \$268,088; and the distance from Louisville through Shelbyville to Frankfort by the location survey will be less than 51 miles; and of this distance 22 miles of the Louisville and Frankfort Railroad will be used,—the straightening process only requiring the construction of about 28½ miles of new road, by which the road from Louisville to Frankfort will be shortened about 14 miles; and this is regarded the most direct and practicable route by which any considerable portion of the old road can be used.

This line to Frankfort passes near Lawson's Corners, and there diverges the route, via Lawrenceburgh, to Harrodsburgh, the estimated cost of which (as per Patterson's estimates) is \$671,132. This route is preferable, as it is in common with the one to Frankfort for about eight miles east of Shelbyville; and will cost in its construction near \$300,000 less than the nearest route to Harrodsburgh diverging at Shelbyville.

The original object of the Shelby road was twofold:—1st. To straighten the road from Louisville to Frankfort. 2nd. To extend a grand Central Railroad through Kentucky to Knoxville, thereby rendering Louisville the recipient of the ample mineral and agricultural products of the interior of Kentucky, and public attention is now strongly attracted to the project, especially in Northern and Eastern Tennessee, and in that portion of Virginia situated between Lynchburgh and the State Line.

It is probable that a consolidation will soon be effected between the Company in question and the Louisville and Frankfort Company. In respect to the pecuniary prospects of the road the following considerations are urged:

That this road will pass through the central and richest portions of Kentucky, and in the immediate vicinity of the inexhaustible fields of stone coal and iron ore of Pulaski, all of which, with the agricultural products of that region, will seek a market over this road.—That this road will have its western terminus at Louisville, and will derive

business not only from the city, but also from the Ohio and Mississippi rivers; from the Albany and Michigan Railroad; from the Jeffersonville and Columbus Railroad,—all of which are now constructed, or in the course of construction.—That the eastern terminus of this road is at Frankfort, where it connects with the Lexington roads to Cincinnati, and thence to New York and Boston; and to Maysville and to the mouth of Big Sandy, there to connect with the Railroad from Richmond and with the Baltimore and Ohio Railroad.—Both of which roads will doubtless be extended to that point.—And that the southeastern terminus of this road will be at Knoxville, Tenn.; at which city will be formed an uninterrupted railroad connection with the southwestern seaboard at Charleston, Savannah and Mobile, and also with Norfolk, Lynchburgh and Richmond.

#### Improvement of the Savannah River.

Savannah is equal to any city in the Union in the enterprize and energy and public spirit of her citizens. She has, during the last few years, assumed a large debt, in giving aid to different internal improvements, which were necessary to secure her the trade of the interior; and neither her spirit or her resources are exhausted. The great object which is left her to accomplish, is to make her port equal to the accommodation of the increased business she is enjoying; and to that object her citizens have addressed themselves with characteristic promptness and energy. Congress having appropriated \$40,000 to improve the Savannah River, and it having been ascertained that \$200,000 was necessary for this object, they have determined that they would not loose the appropriation of the General Government, or content themselves with a partial accomplishment of its object, and have, in public meeting, authorized the City Council to appropriate the sum of \$160,000 to be expended with the appropriation of Congress, by the officers of the United States, for the improvement of the river. This exhibits a progressive spirit in the right direction.

#### Sault Ste. Marie Canal.

The stockholders of this company have elected the following gentlemen as directors: Hon. Erastus Fairbanks, of Vermont; Hon. Erastus Corning of Albany; John M. Forbes, Esq., of Boston; V. L. Pruyn, Esq., of Albany; John F. Seymour Esq., of Utica; John W. Brooks, Esq., of Detroit, Mich.; Joy F. Day, Esq., of Detroit, Michigan. At a subsequent meeting of the directors, Hon. E. C. Corning was elected president, John W. Brooks was elected vice president, J. V. L. Pruyn was elected secretary and treasurer, and Charles T. Harvey was elected general agent. On an examination of the probable expenses of the important work to be constructed by the company, and for the surveys and dispositions of its lands, it was unanimously resolved to increase the capital stock of the company from four to ten hundred thousand dollars, agreeably to the provisions of its charter.

#### New York and New Haven Railroad.

The following gentlemen have been elected directors of this company for the present year; Robert Schuyler, Gov. Morris, T. W. Ludlow, W. C. Wetmore, R. M. Blatchford, Philip Dater, Nelson Robinson, George Barker, Charles Denison, Isaac E. Haviland, Wm. S. Wetmore, Albert J. Akin, and Henry R. Dunham.



**Illinois Canal Bonds.**

The sale of lands belonging to the Illinois canal, on the 11th and 12th, reached \$228,000. If to this, says the *Chicago Democrat*, we add the proceeds of the sale of farming lands, and of the lots in Joliet, Lockport, LaSalle, etc., the amount is as likely to exceed as to fall short of \$1,000,000. The present debt of the canal is only \$400,000 and six months' interest; had not an acre of land been sold this year, there would have been money enough to have paid that sum. After this, the proceeds of the sale of the Canal lands, and also the tolls of the Canal are to be paid upon the back interest of the Canal bonds, which amounts to about \$9,600,000. It is calculated that this will have to be paid in two years from next fall, thus leaving the balance of the lands and tolls to apply to the annual interest of the bonds and to the liquidation of the bonds themselves. When these bonds are all liquidated the canal will revert to the state.

**New-York.**

**Black River and Utica Railroad.**—A committee appointed by the citizens of Utica to examine the line of the proposed road, report that they had inspected the proposed line of the road to its northern terminus at Clayton. At that place they found one of the best bays and harbors for a terminus that could be desired. Mr. Jenne, the chief engineer of the company, says there is no difficulty in the way of getting a good line, and that the entire cost of the road will not exceed \$20,000 a mile. It is expected that the entire line will be ready to put under contract in a short time.

**Delaware, Lackawanna and Western Railroad.**

The following gentlemen are the directors of this road, viz:—George D. Phelps, Drake Mills, J. I. Phelps, John Howland, Henry Hotchkiss, John I. Blair, Daniel S. Miller, Wm. E. Dodge, Geo. Bulkley, Geo. W. Scranton, J. B. Williams. George D. Phelps, is president of the board. Wm. E. Warren is treasurer and secretary, and G. W. Scranton, general agent.

**East Tennessee and Virginia Road.**

The Knoxville Register learns from Mr. Lynch, the Chief Engineer of the East Tennessee and Virginia railroad, that he has put under contract the grading of that portion of the road between that place and Strawberry Plains. The work will be commenced in the course of ten or twelve days, and will be completed within one year. The work has been let to several contractors, who will push it forward energetically.

Mr. Lynch also states that the work on other portions of the road is progressing finely. The contractor for the masonry of the bridge at Strawberry Plains has his work about half completed already. The contractor for the masonry for the bridge across the North Fork of the Holston (near the Virginia line) has that work almost completed, and will, in a few days, commence upon the bridge across the Watauga. The grading upon many portions of the road, is progressing with considerable rapidity.

**Air Line Railroad.**

Active operations have been commenced upon this line of this road.

**Williamsport and Elmira Railroad.**

There are about one thousand men employed on the Williamsport and Elmira railroad which force is to be doubled within a short time.

**Alabama and Florida Railroad.**

The following gentlemen have been elected Directors of the above road: Thomas J. Judge, Chas. T. Pollard, Thomas M. Cowles, George Goldthwaite, Wm. Taylor, Wm. M. Marks, Fleming Freeman, Abner McGehee, Benajah S. Bibb.

The proposed road is to connect Montgomery and Mobile.

**Notice to Contractors.**

PROPOSALS for the grading, bridging and masonry of the Western division of the Covington and Ohio Railroad, will be received at the Office of the Engineer at Guyandotte, Cabell County, Virginia, between the 20th and 30th of June next. They will embrace about forty-six mile sections, bridges over Twelve Pole, Guyandotte and Mud Rivers, and a tunnel of 1500 or 1600 feet in length, at the bend of Mud River.

Also, between the 1st. and 15th. of July next, proposals will be received at Covington, Virginia, for the grading, bridging and masonry of that portion of the Eastern division, lying between the town of Covington and Hayne's Farm, on Jackson's river—a distance of 10 or 11 miles of very heavy work including much heavy retaining wall, two large bridges over Jackson's River, and probably 2 tunnels.

The successful bids will be declared as soon as practicable after 15th July.

By order of the Board of Public Works.

CHARLES B. SHAW,

Chief Engineer Covington & Ohio R. R. Co.

Lewisburg, Va., May 24, 1853.

**Toledo, Norwalk and Cleveland Railroad.**

FORMING, in connection with the Michigan Southern and Northern Indiana, the Lake Shore and Cleveland and Pittsburgh Railroad, the only entire railroad line between the East and West.

The best and most expeditious route between Eastern Cities, Chicago and St. Louis.

**SUMMER ARRANGEMENT.**

On and after Monday, May 16, 1853, Passenger Trains will run daily (Sundays excepted) as follows:

**LEAVE TOLEDO—**

ACCOMMODATION, at 9.10 A.M., stopping at all stations.  
DAY EXPRESS, at 3.15 P.M., stopping only at Fremont, Bellevue, Monroeville and Norwalk.

NIGHT EXPRESS, at 11.15 P.M., stopping only at Fremont, Bellevue, Monroeville, Norwalk and Oberlin.

**LEAVE CLEVELAND.**

DAY EXPRESS, at 7 A.M., stopping only at Norwalk, Monroeville, Bellevue and Fremont.

ACCOMMODATION, at 10 A.M., stopping at all stations.  
NIGHT EXPRESS, at 8 P.M., stopping only at Oberlin, Norwalk, Monroeville, Bellevue and Fremont.

**CONNECTING DIRECTLY**

AT TOLEDO—With Trains of Michigan Southern and Northern Indiana Railroad for Chicago and Way Stations, and thro' the Chicago and Rock Island Railroad, and Steamers on Illinois River, forming a line to St. Louis.

AT BELLEVUE—With Trains of Mad River and Lake Erie Road for Sandusky City, Springfield, Dayton, Cincinnati, etc.

AT MONROEVILLE—With trains of Mansfield and Sandusky Railroad, for Sandusky, Shelby Junction, Columbus, Zanesville, Newark, etc.

AT GRAFTON—With trains of Cleveland, Columbus and Cincinnati Railroad, for Columbus, Cincinnati and Way Stations.

AT CLEVELAND—With trains of Lake Shore Railroad for New York and Boston, via Buffalo and Albany, and for N. York, via Dunkirk, with trains of Cleveland, and Pittsburgh Railroad, for Pittsburgh, Philadelphia, Baltimore and Washington City.  
E. B. PHILLIPS, Supt.

Superintendent's Office T. N. & C. R.R.,  
Norwalk, O., May 10, 1853.

**Hoole, Staniforth & Co.,****MINERVA WORKS,****SHEFFIELD,**

Steel Converters and Refiners;  
Manufacturers of Improved Cast Steel Engine and Machine Files;

Locomotive Engine, Railway Carriage and Wagon Springs.

Saws of every description, Engineers' Hammers, etc., etc., etc.

An assortment of Steel from the above Works constantly on hand by

RICHARD MAKIN,

Agent for the Manufacturers.

**Notice to Contractors.**

PROPOSALS will be received until noon the 20th June, for the Graduation and Masonry of the Franklin and Warren Railroad, extending from a point on the eastern State Line of Ohio, in the County of Trumbull to Ashland, Ashland county, Ohio, a distance of about 106 miles.

The line will be ready for examination June 18th. For particulars apply at the Engineer's office, Franklin, Portage county, Ohio.

The remaining distance of the road extending from Ashland to Dayton, or Maysville, will be ready in a short time.

M. KENT,

President F. & W. Railroad.

SAM'L H. KNEASS,

Chief Engineer.

FRANKLIN, May 19, 1853.

**A Good Enterprise.**

THE concentration of six or seven Railroads at Fort Wayne, Indiana, viz: Ohio and Indiana, Fort Wayne and Chicago, Fort Wayne and Cincinnati, Fort Wayne Southern, Wabash Valley, Fort Wayne, Union and Cincinnati, and the Fort Wayne and Mississippi Air line railroads, will require and offers favorable inducements for an extensive establishment for the manufacture of Railroad Cars, and other machinery. Persons willing to embark in an enterprise of this kind, would receive encouragement from most of the roads above named, if application be made soon.

Fort Wayne, May 18, 1853.

\* The above is from responsible parties, who will lend efficient aid to the enterprise proposed.—[Ed. R. R. J. It.

**To Railroad Track-Layers.**

PROPOSALS, under seal, are requested at the Railroad Journal office, New York, on the 10th July next, for laying the track of the Mobile and Ohio, Tennessee and Alabama, and Paducah and Tennessee railroads;—aggregate length, 512 miles. Plans, specifications and other required information, will be furnished at the time and place above mentioned.

JOHN CHILDE,  
Chief Engineer.

MOBILE, May 17th, 1853.

**To Contractors.****NORTHERN INDIANA RAILROAD.**

SEALED proposals will be received at the office of the company in Toledo, Ohio, until the 14th day of June next, at noon, for Grading, Fencing and Bridging, including the clearing and grubbing of the line of said railroad from a point near the west line of the city of Toledo in the State of Ohio, to a point in the state of Indiana, about 70 miles west from Toledo. The line is divided into sixty-nine sections, proposals may be made for one or more sections. Maps and profiles of the line, and plans and specifications of the work, may be examined at the office of the engineer of the company in Toledo on and after the sixth day of June next.

The directors reserve the right to accept or reject proposals as they may deem the interest of the company to require.

JOHN B. JERVIS,  
Chief Engineer.

OFFICE OF THE NOR. IND. R. R. Co.,  
Toledo, May 20th 1853.

**To Railroad and Canal Companies, or Contractors.**

A SUPERINTENDENT, who has the very best testimonials from some of the most celebrated Engineers, having had charge of very large and difficult works, on which he gave the greatest satisfaction, wishes to make an engagement with some Company or responsible Contractor. He has the reputation of being a very skillful manager of large numbers of workmen, and, by reference to his former employers, it will be found that he will be a profitable man, although he expects a fair salary. A letter addressed to the Editor of this Journal will meet prompt attention.



## Brass Tubes for Locomotive & Marine Boilers.

THE undersigned, having been appointed agent for the highly respectable manufacturers, Messrs. Allen, Everett & Son, of Birmingham, is prepared to take orders at fixed prices, for Brass Tubes of all diameters for Marine and Locomotive Engines. These Tubes are found to answer well, and are now in most general use in England, they last much longer than iron, and when worn out, realize about half the amount for old metal. For further particulars and inspection of patterns, please apply to

JOHN H. HICKS,  
March 2d, 1853. 90 Beaver st.

## O. A. NORRIS,

American Railway Agency,  
FOR THE PURCHASE, ON COMMISSION, OF  
ALL ARTICLES REQUIRED BY  
RAILROAD COMPANIES.

Office, 12 Farquhar Buildings,

## Philadelphia.

### Etna Car Works.

MILMEYER & SMALL, YORK, PA., PROPRIETORS.

WE are manufacturing to order and by contract, Baggage, Freight, Express, Stock, "Reading," and other patterns of Coal Cars, Lumber and Gravel Cars, of every variety, at short notice, and on favorable terms.

Our facilities for manufacturing are extensive, and our means for transportation to all parts of the country speedy and economical.

The Wheels we use receive our own personal attention, are made of the best Cold Blast Charcoal Iron, of both spoke and plate patterns, solid and open hubs.

All Cars built by us, and now in daily use on the Pennsylvania Central, Baltimore, Susquehanna, York and Cumberland Roads, have been appraised as first class, and carry the largest capacity allowed on any roads. We are prepared to furnish Wheels and Axles separately or fitted, Springs and other parts of Cars at short notice. Orders and Contracts for Railroad Companies solicited.

May 20<sup>th</sup> 53m

### Railroad Letting.

PROPOSALS will be received at our office in Cincinnati, until Wednesday, the 8th day of June next, for the clearing, grubbing, grading and masonry, of the line of railroad from Cincinnati to Cambridge city, Ind., about 60 miles.

Plan and profile of the road will be ready for examination ten days before the letting.

This road passing through a dry and healthy country, where supplies are abundant, offers great inducements to Contractors. There will probably be one short tunnel, and the grading and masonry will be heavy. The work to be commenced immediately after the letting, and will be paid for by monthly estimates.

Offers for part pay in stock of the road will be favorably considered. A. DE GRAFF & CO.

### LAHAYE'S

### Patent Self-acting Brake.

THE attention of Railroad Companies is respectfully called to this improvement, used exclusively on all Passenger Cars upon the Philadelphia and Reading Railroad, and now being attached to those building for the Camden and Atlantic Railroad, and several other Roads.

Lahaye's Self-acting Brake can be attached to any Car without interfering with the ordinary Hand Brake, is simple in its construction, and reliable in its action.

By trials made with this Brake, Passenger Trains, at a speed of 30 miles per hour, have been brought to rest within a distance of 250 feet.

For Right to use, or any other information, apply to  
O. A. NORRIS,  
American Railway Agency, 12 Farquhar Buildings,  
May 20, 1853. Philadelphia.

### Wrought Iron Wheels!

THE SUBSCRIBER, Sole Agent in the United States for the Union Foundry in England, is prepared to take orders for, and to furnish promptly Wrought Iron Wheels at a low cost, of a superior quality, for Railway Cars. These wheels are extensively used in England, and are already in use on several important railroads in America. Samples of them can be seen at 24 Broadway, New York, and 9 Liberty Square, Boston.

4t 12

WM. BAILEY LANG.

## To Engineers and Steamboat Captains.

### EXPLOSIONS PREVENTED!

## BRANDS' LIQUID,

FOR DISSOLVING INCRUSTATIONS IN STEAM BOILERS.

BRANDS' LIQUID is the name of a fluid recently in use throughout all Europe, by the application of which the incrustations in Steam Boilers are dissolved or totally avoided, without affecting in the least the material of the boiler. Chemical examinations and experience have fully ascertained that, by the application of this fluid, no harm whatever is done to the material of which the boiler consists.

To dissolve the hardened incrustation in Steam Boilers, pour every 10 or 14 days, in proportion as the boiler is daily for a longer or shorter time heated, the quantity of Brands' Liquid to the water in the boiler as shown in the following table:—

### TABLE FOR CLEANING INCRUSTED BOILERS.

STEAM BOILERS.		QUANTITY	
Which are daily from 10 to 16 hours heated, and which have a power of evaporation of		Of BRANDS' LIQUID wanted.	
From	To	Every 10 to 14 days.	Per year—Barrel of 40 galls.
1 to 10	Horse Power,	4 to 6 Quarts,	1/2 Barrel.
10 to 20	"	6 to 9 "	1 "
20 to 30	"	7 to 10 "	1 1/2 "
30 to 45	"	10 to 14 "	2 "
45 to 65	"	12 to 17 "	2 1/2 "
65 to 110	"	13 to 19 "	3 "
110 to 160	"	15 to 21 "	3 1/2 "
160 to 220	"	18 to 26 "	4 "
220 to 300	"	20 to 29 "	4 1/2 "
300 to 400	"	22 to 31 "	5 "
400 to 500	"	24 to 35 "	5 1/2 "

If Brand's Liquid is regularly used, the incrustated Boilers are within three to five months clean; and to prevent any further incrustation in such or new Boilers, the use of Brand's Liquid must not be interrupted, but about two-thirds of the stated quantities in the table given to the water in the Boilers.

The Boilers of Locomotives require every two days, in proportion to their power and time of service, only two and a-half to four quarts of Brand's Liquid, which every second day is poured into the water in the Tender.

As often as the water in the water-gauge, on Stationary, Ship or Locomotive Boilers, becomes of a muddy appearance, the Boiler must be blown out and cleaned from the stones and dirt which have settled to the bottom of the Boiler.

The incrustation which in this manner is removed is soft, or in pieces, which are commonly of a crumbling and brilliant texture and have a brown color.

In some parts of the country, and in Marine Boilers, the incrustation is often very hard, and to remove this, the larger quantities in the given table are required. The pieces of this incrustation which are removed by the use of Brand's Liquid have lost their glassy texture, and though they commonly retain some hardness, they have a brown color, and a corrosive and decayed appearance.

To remove the incrustation of Marine Boilers, larger quantities of Brand's Liquid are required, in proportion as by the removal of the brine a quantity of the feed-water is blown out. By any simple contrivance Brand's Liquid must be brought into the boiler in small portions, or mixed with the feed water.

Brand's Liquid is not injurious to the Boiler if it is used in large quantities, even if the Boiler is entirely filled with it and heated, but, in general the quantity as is stated in the table must not be exceeded, because in connection with large quantities of incrustation the Liquid generates much priming and motion of the water, which might prove injurious to the annexed machinery, especially in Ship Boilers and Locomotives which have no large steam-chests.

The above table is made by practical experience, so that only a gentle working of Brand's Liquid is allowed, entirely free from any danger, for the Boiler once properly cleaned, the proprietor will by experiments easily ascertain the minimum quantity of Liquid that is required for the Boiler.

Should it be required to clean old incrustated Boilers by the use of Brand's Liquid in a few days, then it is only necessary to pour one-half to three-fourths of a hoghead at once into the water in the boiler, and heat it from six to eight days gently to boiling heat, for which operation the Boiler must be put out of service.

In Locomotives where the steam-chests are small, Brand's Liquid must be used oftener in small quantities as before stated. A Locomotive out of service may be cleaned within 6 or 8 days by the use of a large quantity of Brand's Liquid, (one-fourth to one-half a hoghead).

It would be needless to enter into a long discussion on the advantages in using Brand's Liquid for cleaning steam generators, being fully aware that it destined for the use of the most intelligent part of the public, and it may therefore suffice to mention its advantages in a few words, as follows:

1. Less repair of Boiler.
2. Increased generation of steam, or saving of fuel.
3. The expense of hammering and loosening the incrustation is saved.
4. Less interruption of business.
5. The Boilers remain tighter.
6. The duration of the Boilers is increased, especially of locomotives and Tube-Boilers in general.
7. Three-quarters of the causes of Boiler-explosions are removed.

Price per barrel \$20.

The patentees are so confident of the merits of this invention, that they offer one barrel gratis to parties willing to make a trial, to be paid for only in case of success and of future orders.

Brand's Liquid is used with the best effect by the Cincinnati Water Works, and many other establishments in the West.

Address BRAND, BROTHERS,  
Toledo, Ohio.

Sole Patentees both in Europe and the United States.  
Or, F. DUFAL, 43 New Street, New York.

May 28, 1853.

### LITHOGRAPHY.

PUBLISHERS, Civil Engineers, Machinists, and others requiring Lithographs, plain or in colors, can depend on the high finish of their designs, along with promptness and dispatch.

DAVID CHILLAS,  
50 South 3rd Street,  
Philadelphia.

May 1st, 1853.

### Book and Job Printing.

The undersigned have added to the PRINTING ESTABLISHMENT of the "RAILROAD JOURNAL,"

an extensive OFFICE for BOOK AND JOB PRINTING, which they are now prepared to execute in the BEST manner, and with DISPATCH.

They respectfully solicit from RAILROAD COMPANIES, orders for the PRINTING of Exhibits,

Time-tables, Circulars, Tickets, &c., &c.

J. H. SCHULTZ & CO.

New York April 9, 1853.

### To Railroad Co's, Locomotive Builders and Engineers.

THE undersigned having taken the Agency of Ashcroft's Steam Gauge, would recommend their adoption by those interested. They have been extensively used on Railroads, Steamers and Stationary Boilers, where, from their accuracy, simplicity, and non-liability to derangement, they have given perfect satisfaction. In fact, for Locomotives, they are the only reliable Gauge yet introduced.

CHAS. W. COPELAND,  
Consulting Engineer, 64 Broadway.

### Railroad Iron.

THE undersigned, Agent for the Manufacturers, is prepared to contract for T Rails, of the usual pattern and weights, to be delivered on board ship in Wales.

He will also receive and forward orders for the purchase of Railroad Iron and Metals generally, through the medium of his friends in London.

For terms, apply to JOHN H. HICKS, 90 Beaver st.,  
April 1, 1853.



# AN ACT FURTHER TO AMEND THE CHARTER OF THE CITY OF NEW YORK.

Passed April 12, 1883.

The people of the state of New York, represented in Senate and Assembly do enact as follows:

SEC. 1 The legislative powers of the corporation of the city of New York, shall be vested in a board of Aldermen and a board of Councilmen, who, together, shall form the Common Council of the City.

The Board of Aldermen shall consist of one Alderman from each ward, who shall be elected by the people of the respective wards for two years. The board of Councilmen shall consist of 60 members, to be elected from as many districts, who shall be sworn into office on the first Monday in January next, succeeding their election, and shall hold their offices for one year, and shall receive the same compensation as the Aldermen.

SEC. 2 The members of the board of Aldermen first elected under this act shall be classified as follows:—On or before the first Tuesday in December, succeeding the next general election, the Clerk of the city and county of New York shall, in the presence of the Mayor, Recorder, and Comptroller, or a majority thereof, draw from a box to be provided for the purpose, in which two ballots shall have been deposited, having thereon respectively, either the word "odd" or the word "even" one ballot; if the ballot so drawn shall have thereon the word "odd" then the term of office of the Aldermen chosen from wards having an odd numerical designation, shall expire on the first Monday of January, one thousand eight hundred and fifty-five and in case of the ballot having thereon the word "even" shall be drawn, then the term of office of the Aldermen having an even numerical designation shall expire on the first Monday of January, one thousand eight hundred and fifty-six. At all subsequent elections, Aldermen shall be elected for the full term of 2 years.

SEC. 3 For the election of Councilmen the city shall be divided into sixty districts of contiguous territory, and as near as may be of equal population, each of which shall choose one Councilman. The Common Council shall also divide the city into such districts on or before the first Monday in September next, and thereafter, within one year after the state and national census shall have been compiled, the Common Council shall in like manner re-district said city.

SEC. 4 Every act, resolution or ordinance appropriating money or involving the expenditure of money not rendered imperative under provisions of any State law, shall originate in the board of Councilmen; but the board of Aldermen may propose or concur with amendments as in other cases.

SEC. 5 A vote of two-thirds of all the members elected to each board shall be necessary to pass an act, ordinance or resolution of the Common Council, which shall have been returned by the Mayor with his objections.

SEC. 6 No Alderman shall hereafter act or sit as Judge in the Court of Oyer and Terminer, or in the courts of general or special Sessions in the city and county of New York; but this section shall not prevent his exercising the power of a magistrate on the arrest, commitment or bailing of offenders, except that he cannot let to bail or discharge a person arrested or committed by another magistrate.

SEC. 7 All ferries, docks, piers and slips shall be leased, and all leases and sales of public property and franchises (other than grants of land under water, to which the owner of the upland shall have a pre-emption right) shall be made by public auction, and to the highest bidder, who will give adequate security; (no lease shall be hereafter given, except as the same may be required by covenant of the corporation already existing,) shall be for a longer period than ten years, and all ferry leases shall be revocable by the Common Council for mismanagement or neglect to provide adequate accommodation. Any person requiring any ferry lease or franchise under the provisions of this act, shall be required to purchase at a fair appraised valuation, the boats, buildings and other

property of the former lessees actually necessary for the purposes of such ferry. Previous notice of all sales referred to in this section shall be given under the direction of the Comptroller for thirty days, in the newspapers employed by the Corporation.

SEC. 8 No bids shall be accepted from, or contract awarded to, any person who is in arrears to the corporation upon debt or contract, or who is a defaulter, as security or otherwise, upon any obligation to the corporation.

SEC. 9 No money shall be expended by the Corporation for any celebration, procession or entertainment of any kind or on any occasion, except for the celebration of the Anniversary of the National Independence, the 25th of November, (Evacuation Day,) and the anniversary of the Birthday of Washington, unless by the vote of three-fourths of all the members elected in each Board of the Common Council.

SEC. 10 No additional allowance beyond the legal claim under any contract with the corporation, or for any service on its account or to its employment, shall be allowed.

SEC. 11 The officers of the police and policemen shall hereafter be appointed by a Board of commissioners, consisting of the Mayor, Recorder, and city Judge.

SEC. 12 All work to be done, and all supplies to be furnished for the corporation, involving an expenditure of two hundred and fifty dollars, shall be by contract, founded on sealed bids or on proposals made in compliance with the public notice for the full period of ten days; and all such contracts, when given, shall be given to the lowest bidder with adequate security. All such bids or proposals shall be opened by the heads of departments advertising for them in the presence of the Comptroller, and such of the parties making them as desire to be present.

SEC. 13 There shall be a bureau in the Department of Finance, to be called the "Auditing Bureau," and the chief officer thereof shall be "Auditor of Accounts." It shall revise, audit and settle all accounts on which the city is concerned as debtor or creditor; it shall keep an account of each claim for or against the Corporation, and of the sum allowed upon each, and certify the same, with reasons therefor, to the Comptroller. The Comptroller shall report to the Common Council once in 90 days, the name and decision of the Auditor upon the same, together with the final decision of the Comptroller thereon. All moneys drawn from the city treasury shall be upon vouchers for the expenditure thereof, examined and allowed by the Auditor and approved by the Comptroller.

SEC. 14 Every person who shall promise, or offer, or give, or cause, or aid, or abet in causing to be promised, offered or given, or furnish, or agree to furnish, in whole or in part, to be promised, offered, or given to any member of the Common Council, or to any officer of the corporation after his election as such member, or before or after he shall have qualified and taken his seat, any money, goods, right or action, or other property, or any thing of value, or any pecuniary advantages, present or prospective, with intent to influence his vote, opinion, judgment, or action, on any question, matter, cause, or proceeding, which may be then pending, or may by law be brought before him in his official capacity, shall, upon conviction, be imprisoned in a State prison for a term not exceeding ten years, or shall be fined not exceeding five thousand dollars, or both, at the discretion of the court. Every officer in this section enumerated, who shall accept any such gift, or any promise or understanding, to make the same under any agreement or understanding, that his vote, opinion, judgment, or action, shall be influenced thereby, or shall be given in any particular manner, or upon any particular side of any question, matter, cause, or proceeding, then pending, or which may by law be brought before him in his official capacity, shall, under conviction, be disqualified from holding any public office, trust, or appointment, under the Charter of the city of New York, and shall forfeit his office, and shall be punished by im-

prisonment in a State prison not exceeding ten years, or by a fine not exceeding five thousand dollars, or both, in the discretion of the court. Every person offending against either of the provisions of this section, shall be a competent witness against any other person offending in the same transaction, and may be compelled to appear and give evidence before any Grand Jury, or in any court, in the same manner as other persons, but the testimony so given shall not be used in any prosecution or proceeding, civil or criminal, against the person so testifying.

SEC. 15 No contract by the Supervisors shall be valid, unless expressly authorized by statute, and such as are authorized must be made in the manner provided in the twelfth section of this act.

SEC. 16 All ordinary appropriations made for the support and government of the Alms House Department, shall, before the same are finally made, be submitted to the Governors of the Alms House, to a Board of Commissioners, consisting of the Mayor, Recorder, Comptroller, the President of the Board of Aldermen, and the President of the Board of Councilmen. If the said commissioners approve of the appropriations, they shall immediately report the same to the Board of Supervisors; if they shall disapprove of the same, they shall return them with their objections to the Governors of the Alms House for consideration; and in case the said Governors shall, upon a consideration, adhere by a vote of two-thirds of all the Governors then in office to the original appropriations, they shall return them to the Commissioners, whose duty it shall be to report to the Board of Supervisors.

SEC. 17 The Board of Education shall also submit, in like manner, all appropriations required by them to the Commissioners named in the last preceding section; and said appropriations shall be subject to all the provisions of said section, so far as the same may be applicable.

SEC. 18 All such parts of the Charter of the City of New York, and the several acts of the Legislature amending the same, or in any manner affecting the same, as are inconsistent with this act, are hereby repealed; but so much and such parts thereof as are not inconsistent with the provisions with the provisions of this law, shall not be considered as repealed, altered or modified in any form affected thereby, but shall continue and remain in full force and effect.

SEC. 19 The powers now vested in the Mayor, Aldermen, and Assistant Aldermen in granting and revoking tavern licenses, together with all other powers as excise commissioners, shall be henceforth vested in the Mayor, with the Aldermen and Councilmen representing the district in which the premises of the party licensed or to be licensed may be located.

SEC. 20 This act shall be submitted for the approval of the electors of the city and county of New York, at an election to be held in said city on the Tuesday next succeeding the first Monday in June, one thousand eight hundred and fifty-three. The tickets which shall be polled at such election shall contain either the words "In favor of amendments to charter," or "against amendments to charter;" and if a majority of all the persons voting thereon at such election shall vote the ticket "In favor of amendments to charter," this act shall become a law; if a majority of such electors shall vote the ticket "against the amendments to charter," this act shall be void.

SEC. 21 The Common Council are hereby authorized and directed to make all necessary arrangements, by ordinance or otherwise, for the conduct and regulation of all elections authorized under the provisions of this act, and in conformity, as far as may be, to the general election laws.

STATE OF NEW YORK.

Secretary's Office.

I have compared the preceding with the original law on file in this office, and do hereby certify the same to be a correct transcript therefrom, and of the whole of said original law.

Given under my hand and seal of office, at the



city of Albany, this 16th day of April. one thousand eight hundred and fifty-three.

ARCHIBALD CAMPBELL,

Deputy Secretary of State.

The foregoing act was directed to be published, once a week, in all the Daily and Weekly Newspapers of the city, until the 7th day of June. By order of the Common Council.

D. T. VALENTINE, Clerk C. C.

New York, April 28, 1853.

## PACIFIC RAILROAD LOAN.

### \$4,000,000 Loan

ON THE

#### MORTGAGE BONDS OF THE PACIFIC RAILROAD COMPANY OF MISSOURI.

THIS Company will receive proposals until the 11th of July next, for four millions of dollars of their construction bonds, to be issued in sums of one thousand dollars each, payable at the city of New York twenty years after the date thereof, with coupons attached for the payment of interest at the same place semi-annually, on the first of January and first of July in each year, at the rate of 7 per cent per annum.

These bonds are secured by a first and only mortgage on the Southwestern Branch railroad, 300 miles in length, and one million of acres of land on the line of that branch, granted by Congress to aid in its construction; and also by second mortgage on the Pacific railroad, 290 miles in length. About 130,000 acres of land, not included in the mortgage are set apart to aid in meeting interest.

Forty miles of the Pacific railroad, from St. Louis westward, is about completed, and 85 miles further, reaching Jefferson city, the capital of the state, is under construction. About \$1,600,000 has already been expended by the company in the completion of the first division, and in the construction of an excellent machine and car shop, and engine house, and the necessary real estate, and the surveys required to prepare the whole 600 miles of railway for contract.

The Pacific railroad line extends from St. Louis to the vicinity of Independence, near the mouth of the Kansas, 290 miles, and its southwestern branch diverges about forty miles west of St. Louis, and runs near Springfield to the southwestern part of the state, a little north of Ta-le-quah, the capital of the Cherokee nation, 300 miles.

The charter was granted with the view, and the right, of ultimate extension to the Pacific Ocean, with an authorized capital of ten millions, and privilege of increase under general law.

Capital subscribed in Missouri over \$2,000,000, of which about 40 per cent. is paid up. State loan to the company authorized \$4,000,000, of which \$700,000 has been issued and sold at a premium. For such stock now issued, the state holds a lien on the Pacific railroad only. Land granted by Congress, now the property of the company, about 1,250,000 acres.

One or the other of the lines of this company will be the Central National line of railway to the Pacific ocean. Reconnoissances and surveys of the United States government will connect with both.

The whole amount of bonds which can be issued under the mortgage is ten millions of dollars. The whole of these bonds are convertible into land of the Company, and one-half into stock of the Company, within a limited time, at the option of the holder.

The Company reserve the right to accept proposals for all or any portion of the amount.

Ten per cent of the amount allotted to each subscriber will be required on notice of the acceptance of his proposals, and the balance as called for by the Directors, not exceeding ten per cent. monthly. Any subscriber may, however, at his option, pay up in full, and receive his bonds at any time.

Interest will in all cases be adjusted, on payment of the final instalments.

Proposals will be received at the office of Messrs

Riggs & Co., 56 Wall street, N. Y., inclosed, sealed and endorsed, "Proposals for Loan of \$4,000,000 of Pacific Railroad of Missouri." Laws, Reports, Documents and Map, showing the condition, relations and prospects of the work, and all necessary information relative to its affairs, &c., may be obtained after the 1st of June on application to Messrs. CAMANN & Co., or RIGGS & Co., at 56 Wall street, or the subscriber, personally, or by letter.

By authority of the Board of Directors,

THOMAS ALLEN, President.

St. Nicholas Hotel, N. Y., May 20, 1853.

## Pease & Murphy,

**FULTON IRON WORKS,**  
Foot of Cherry st., R. R. Office, 27 Corners,  
corner of Cherry st. Manufacturers of Land  
and Marine Engines.  
N. B. Engines and Boilers repaired.

### Notice.

LITHOGRAPHY.—The Court having granted the petition of the undersigned for a dissolution of his partnership with ALPHONSE BRETT, trading under the firm of A. BRETT & CO., Lithographers, Philadelphia, and having removed from Goldsmith's Hall to that convenient business stand, the new Girard building, No. 50 South Third Street, he would therefore beg leave to inform his friends and the public, that he is prepared to execute lithography in all its branches, in a superior manner. Having the best artists and workmen employed, he can freely warrant his work as equal to any in the trade.

Publishers, civil engineers, machinists, and others requiring lithographs, plain or in colors, can depend on the correctness and high finish of their designs, along with promptness and despatch.

DAVID CHILLAS,

Apri 1m 50 South Third street.

## NEW YORK

### Lubricating Oil Manufacturing Co.

12 BROADWAY,

PROPRIETORS AND MANUFACTURERS OF

**DEVLAN'S PATENT LUBRICATING OIL,**  
FOR ALL KINDS OF MACHINERY AND RAILROADS.

THIS OIL is now extensively used on the principal Railroads in Pennsylvania, New York and N. E. States. It runs machinery with less friction, thereby enabling the consumer to accomplish more with the same motive power, and save his machinery from unnecessary wear. It is entirely free from Gum, and will cleanse and destroy all old Gum that has accumulated upon Slides and Journals, by the use of bad oil. It will wear longer than Sperm, and is from thirty to forty cents a gallon cheaper, which makes a great saving to the consumer.

ap30 3m

## Trautwine on R. R. Curves.

By JOHN C. TRAUTWINE, Civil Engineer,  
Philadelphia, Pa.

JUST published, accompanied by a Table of Natural Sines and Tangents to single minutes, by means of which all the necessary calculations may be performed in the field.

This little volume is intended as a field-book for assistants; and will be found extremely useful, as it contains full instructions, (with wood cuts) for laying out, and adjusting curves; with Tables of Angles, Ordinates, etc., for Curves varying from 13 miles, down to 146 feet Radius.

A portable Table of Natural Sines and Tangents to minutes, has for a long time been a desideratum among Engineers, independently of its use in laying out curves.

The volume is neatly got up in duodecimo; and handsomely bound in pocket-book form.

Sold by Wm. Hamilton, Actuary of the Franklin Institute, Philadelphia. Price \$1.

Also, "Trautwine's Method of Calculating Excavation and Embankment."

By this method, which is entirely new, (being now made known for the first time) the cubic contents are ascertained with great ease, and rapidly, by means of diagrams, and tables of level cuttings. Thin octavo; neatly half bound, \$1. For sale by Wm. Hamilton.

June 28, 1851.

## Fulton Car Manufactory,

CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of Railroad Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, Eight-wheeled Passenger Cars of the most superior description. Open and Covered Freight Cars, Four or Eight-wheel Crank and Lever Hand Cars, Trucks, Wheels and Axles, and Railroad Work generally.

Cincinnati, Ohio, February 9, 1853.

## Etna Safety Fuse.

THIS superior article for igniting the charge in wet or dry blasting, made with DUPONT's black powder, is kept for sale at the office and depot of

REYNOLDS & BROTHER,

Sole Manufacturers, 41

No. 85 Liberty St.

NEW YORK.

And in the principal cities and towns in the U. States. The Premium of the AMERICAN INSTITUTE was awarded to the Etna Safety Fuse at the late Fair held in this city.

November 3, 1849.

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## Gerard Ralston,

21 TOKEN HOUSE YARD, LONDON,  
OFFERS HIS SERVICES FOR THE

**PURCHASE AND SALE OF  
AMERICAN SECURITIES,  
COLLECTION OF DIVIDENDS,  
DEBTS, LEGACIES, ETC.,**  
And for the Purchase and Inspection of  
**Railroad Iron, Chairs, or**  
any Kind of Machinery.

### REFERENCES:

Messrs Palmer, McKillop, Dent & Co., London.

" George Peabody & Co, London.

" Curtis, Bouvier & Co, Boston.

Richard Irvin, Esq, New York.

Robert Ralston, Esq, Philadelphia.

C. C. Jameson, Esq, Baltimore.

38

### CAUTION.

## India-rubber Car Springs.

AN advertisement having lately appeared in the public papers, signed H. H. Day, claiming to have received from the American Institute, the premium for the best India-rubber Car Spring, the subscribers think it well for the satisfaction of their friends and those interested, as well as for the purpose of exposing false statements, to publish the following Diploma, lately awarded to F. M. RAY, the inventor of the Spring. The original of which can be seen at the office of the company, No. 104 Broadway, New York.

DIPLOMA—Awarded by the American Institute to F. M. RAY, for the best India-rubber Car Spring. A Gold Medal having been before awarded.

Signed,

JAMES TALLMADGE,  
President.

N. Meigs, Recording Sec'y.

ADONIRAM CHANDLER, Cor'g. Sec'y.

New York, Oct., 1851.

New England Car Spring Co., No. 104 Broadway  
New York.

## To Contractors.

SEALED PROPOSALS will be received at the Engineer's office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until Aug. 10th, at sun down for the graduation and masonry of the whole of said Railroad, a distance of 125 miles. Bids will be received for any number of sections, the company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited by contractors of ability, for the whole road.

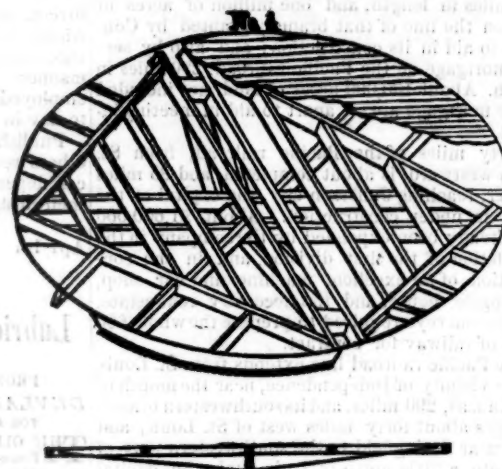
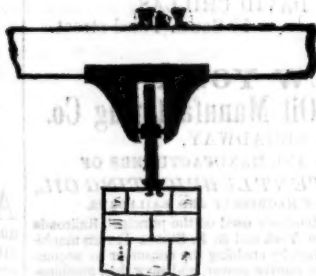
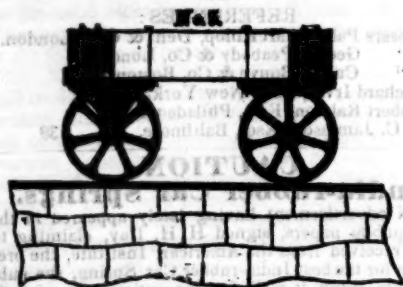
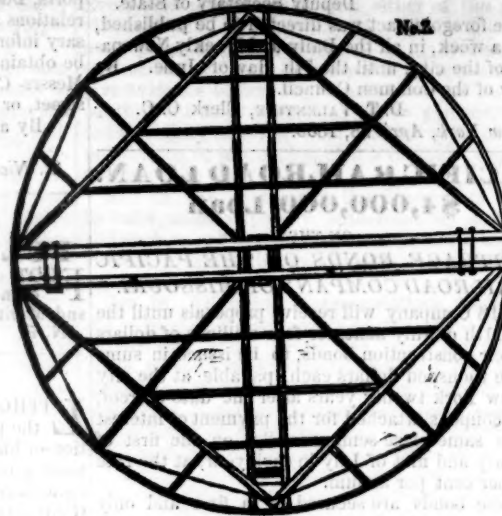
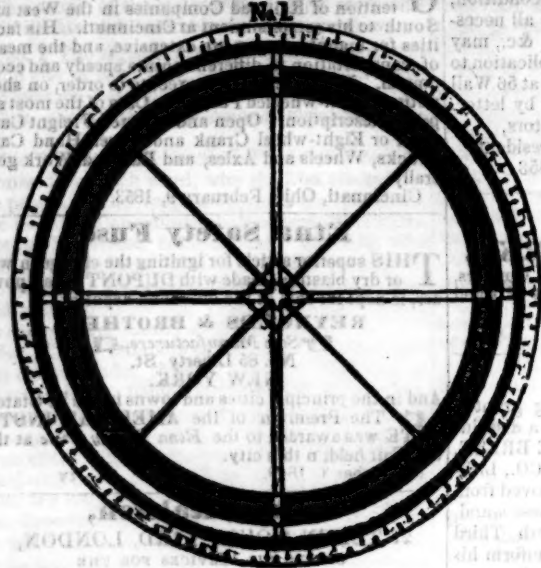
This road runs through some of the finest portions of the State, the facilities for the supplies of every kind being very abundant.

Plans and specifications may be seen at the office after July 1st.

J. B. WESTBROOK, Chief Engineer,  
Portland, April 9, 1853.



## CARHART'S IMPROVED TURNTABLE.



**THIS TURNTABLE**, together with an Engine and Tender of 30 tons weight, is capable of being turned by **ONE MAN** in **25 SECONDS**.

The Patentee of this Improved Table would solicit an examination by those Railroad Companies which have not tried its merits. It is guaranteed to be the cheapest and most durable one now in use; its simplicity rendering it impossible to get out of repair, unless it is placed upon treacherous foundations. The whole cost, ready for use, was formerly \$1,300 apiece; this included all the workmanship and materials, which were the best that could be furnished, with the exception of excavating the pit and furnishing the rail for the tracks. At the present time, owing to the rise in iron, and the scarcity of stone at some points, the subscriber is compelled to ask a small advance on the above mentioned price. Should it suit the pleasure of any to confer with the subscriber for further particulars,

or inquire into the practical utility of the Table as tested for the last four years, they are respectfully referred to the

Hudson River R. R. Co.,  
S. W. Roberts, Esq., Chief Engineer of the Ohio and Penn. R. R., at Pittsburgh, Pa.  
O. Barnes, Esq., Resident Engineer of the Central Pennsylvania R. R., Pittsburgh, Pa.  
J. Durand, Esq., Supt of Cleveland and Pittsburgh R. R.

Wm. E. Ferguson, Esq., Chief Engineer of Toledo, Norwalk and Cleveland R. R., Cleveland, O.  
A. J. Conover, Esq., Chief Engineer of Columbus, Piqua and Indiana R. R., at Piqua, O.

Fig. 1, of the above cut, represents the Foundations, consisting of the Bank and Track Walls, the latter made of cut, and the former of hammer-dressed stone, with a cut coping. The Track is spiked and leaded to the stone wall, and cut perfectly level

and smooth. The centre pier is of stone, with a step for the screw and pivot bolted to the same.

Fig. 2, shows the Carcase Framing.

Fig. 3, is a side view of one Main Truss, with the mode of gearing, including the mitre-wheels, and iron crank frame, rack and pinion.

Fig. 4, gives a perspective view of the rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is the screw for the pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of the track wall, well and pedestal.

For further particulars, please address

D. M. CARHART,  
Cleveland, Ohio.

February 14, 1853.

## LOW MOOR AXLES.

A SUPERIOR Article for Railroad Cars, supplied by the Manufacturers' Agent—WM. BAILEY LANG, 9 Liberty Square, Boston, and 24 Broadway, New York.

## CAUTION.

RAILROAD Companies, and the public generally, are hereby cautioned against purchasing Richardson's Patent Oil Cups, or the right to use the same, except of the undersigned, Proprietor of the Patent, or of some one acting under his authority. Communications addressed to him at Westminster, Vt., will be promptly attended to.

Oct. 2, 1852. 1y

E. DEWOLF, Jr.

## To Engineers, Architects and Draughtsmen.

THE undersigned begs respectfully to inform Gentlemen in the above professions, that he has constantly on hand a great variety of Instruments for Field and Office use.

JAS. PRENTICE,  
311 Broadway, N. Y.

## Oxford Furnace, N. J.

ESTABLISHED A. D. 1743.

THE Subscriber manufactures and keeps constantly on hand for sale, every variety and size of Railroad Wheels, made from the celebrated Oxford Iron. All orders addressed to CHAS. SCRANTON, Oxford Furnace P. O., will be attended to promptly.

Sept. 11, 1852. 1y

## IRON.

## Pierson &amp; Co.,

24 BROADWAY, NEW YORK,

KEEP on hand a large and general assortment of ENGLISH and AMERICAN, Refined, BAR, BOLT, SHEET and SHAPING IRON, especially manufactured for LOCOMOTIVE and CAR BUILDERS, and RAILROAD MACHINE SHOPS; also, Boiler Plates and Rivets, Sheet, Cast and Spring Steel.

Locomotive Cranks, Axles, Tires and Tire Bars, of the E. O. LOWMOOR, and other approved makes imported to order on the most favorable terms.

February 14, 1853.